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No. 201, 17th YEAR, MARCH 1971

Published first Thursday of the Month

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# Week-end leave by air plan

## 50 MILES TO GET A PAPER

Not to be beaten by the postmen's strike, a woman reader made a round trip of over 50 miles by car to collect her copy at the office. "I have a son in the Whitby," she said. "The paper is too good to miss."

It is regretted that subscribers' papers are still waiting for the post. All whose payments were due for renewal have been included, and Navy News hopes that these readers will help the management by sending their cheques or postal orders as soon as facilities are restored.

No extra charge will be made for the dearer post until subscribers receive their renewal notices with the new rates.

## CHARTER TRIPS

Taking a quick flip by air to Scotland for a week-end leave from the south of England is now such a reasonable financial proposition that a Portsmouth travel agency is going "full ahead" on plans and arrangements.

The change which has made this possible is the right to convert travel warrants (previously only available by rail) to a mileage allowance.

Typical journeys and the amounts recoverable are: Portsmouth-Glasgow, £10.85; Plymouth-Glasgow, £12.25; Chatham-Glasgow, £10.85; Portsmouth-Londonderry, £11.50.

In the past, other difficulties standing in the way of air travel have been the cost of the plane seat, and the difficulty of getting to and from the airport.

The Tricorn Travel Agency, whose advertisement appears on page 19, aims to organize coach transport to and from airports, and help the customers to slash the overall costs by means of charter aircraft.

"For those based in Scotland," said Mr. G. Salmon, of the agency, "it could mean as much as 12 hours extra at home, besides the saving on 'virtualling' when there is a long journey by rail."

Where numbers fall short of charter flights, it is still possible to gain useful discounts by group travel.

The first charter attempt through Tricorn did not quite come off, because a ship's change of plans caused 20 sailors to back out, but that still left an encouraging 90 who would have liked to take advantage of the idea.

Now that some warrants can be transferred to the family, it means that the air travel possibility is also open to a wife and children.

Leave periods, with the greater certainty of departure and return, appear to offer the most likely prospect for starting the air travel scheme, but the Tricorn agency is confident that once the arrangements become familiar, week-end flights will be the regular thing.



## 'A LOVELY SHIP'

Charming Dutch girls, in their national costume for a commercial campaign, enjoyed a visit to H.M.S. Victory "A lovely ship," they said.

## Home—to decimals



Three of H.M.S. Minerva's round-the-world sailors examine Britain's new coins on their return home from the Far East on Decimalization Day. AB Sam Whalley (right) knew all about decimals in his native New Zealand, and is assisting his friends, AB Gary Callow (left) and LS Les Dacombe.

## BIGGER FORCE FOR EAST

In keeping with the aim of a proper share of responsibility for world peace, the Defence White Paper announces that a destroyer and a submarine are to be added to the five destroyers for the Far East Commonwealth Force, but it is stressed that this is in addition to visiting ships.

An announcement is to be made soon on British bases in the Persian Gulf.

The tenth nuclear-powered Fleet submarine is to be ordered this year, a start is to be made on the conversion of H.M.S. Hermes into a commando ship, and two more Amazon class frigates may be ordered.

Tenders are being considered for follow-on ships to the first Seadart destroyer, H.M.S. Sheffield, now building.

## MORE 'SATISFIED CUSTOMERS'

To overcome manpower difficulties and enhance the role of the Armed Forces in the community are among the objectives set out in the Defence White Paper published on February 17.

The theme of "consolidation and stability" runs through the whole document, which reports for the months April to December, 1970, an increase of no less than 23 per cent in recruitment.

While shortages remain serious in some categories, there is a growing number of satisfied customers among men already serving.

### RATES IMPROVED

The White Paper states that since 1965-66, when the first men serving nine-year engagements reached the end of their initial terms of service, re-engagement rates have consistently improved.

Few now come up for re-engagement at a 12-year point, but for these the rate is expected to settle at the encouraging high level of 60 per cent.

Officer entry from civilian life has shown improvement. Recruitment for full career commissions is about steady, but a substantial increase is reported in short-career commission recruitment.

Better materials and styling of naval dress are under consideration, including a new tropical uniform for Royal Marines.

New standards of comfort for ratings will be applied to the next generation of ships. Those at present building will show considerable improvements over today's standards; ships already in service should also benefit as far as space and other limitations will allow.

The White Paper also mentions that after March 1, 1971, ships will commission after a long refit and will then remain in commission until the next long refit or disposal, thus enabling

naval personnel to foresee their future movements with greater certainty.

The Paper adds: "Conditions of service should differ from those in civilian life only where there is a genuine military need."

### SOLD TO EIRE

H.M. ships Alverton, Blaxton, and Oulston (coastal minesweepers) have been sold to Eire, says the Defence White Paper.



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## DRAFTY GIVES THE GRIFF ON THE NEW RATE

# Would-be fleet chiefs start here ...

Some of you will have seen the recommendations of the Advancement Working Party circulated to the Fleet last year, and most will at least have heard of them.

The Working Party had a close look at the disadvantages of the present advancement system, and recommended a number of improvements. It studied the methods and ideas of the other Services as well as our own. These recommendations received substantial endorsement from the Fleet.

As a first step, the rate of fleet chief petty officer is being introduced this year — the first selection boards are sitting now. Those selected are being invited to sign for the new terms of service right now and the final list will be published on March 31. Between May and September they will be drafted into their billets as fleet chief petty officers.

### Told by signal

A new reporting form has been introduced which is more or less the same as that used for the promotion and appointing of officers. To be eligible for consideration candidates require to have three years' seniority in the rate of chief and to have been

recommended twice on the new form as "meriting promotion" now.

Each chief petty officer who is eligible should know whether he is being considered by a board. If by chance there is anyone who does not know, he is entitled to find out from his officers.

When the boards complete their selections the commanding officer of each man is told by signal. Men selected are invited to accept promotion and to sign to complete 27 years' service. With this goes the right to apply for a free discharge on giving 18 months' notice in writing at any time.

Men already serving to complete 27 or 32 years (who are eligible for the first three boards only) are required to extend their service only if they have less than two-and-a-half years still to serve. However, they must forgo their right to give three or six months' notice for discharge.

About two weeks are allowed for the process of acceptance and signing on: anyone who

declines or fails to meet the deadline will remain eligible to be considered by subsequent boards (if still serving), but will have to forgo promotion this time.

So much for the promotions. Now let us have a look at the drafting of fleet chiefs.

We are starting from nothing and it will take some time to build up to the full bearing of over 1,000. A good deal of thought is being given to the "activation" of the fleet chief billets approved by the MOD.

The most important factors are the names of the men promoted and where they are serving now. Some will be in billets which are being upgraded anyway, but Murphy's law suggests that many are not.

For every man who has to move a relief will be required, and clearly that relief deserves normal drafting notice. It follows that many of the men whose names will appear on March 31 will not be drafted into their fleet chief posts for several



"He's a fast worker all right — probably training to be a Fleet Chief!"

months. We expect the MOD to regrade the post in step with us moving the man.

Those who are drafted into FCPO billets before September 30 will be rated "Acting" from the date of their drafts and will be paid from that date. The draft order will be the authority. Regardless of this, however, all men on the March list will have a common seniority date of September 30, whether rated Acting before then or not.

There are bound to be anomalies with the introduction of any new scheme of this size. This is no exception, but Drafty is doing his level best to keep them down to a minimum, and he hopes that those concerned will understand that the difficulties involved make absolute equal treatment impossible to achieve during this build up period.

DCI(RN) 923/70 said that fleet chiefs would not be drafted in accordance with some of the provisions of BR14. No one will have sea:shore ratios worse than he would have had had he not been promoted but there will be no sea rosters.

The division of one's time as a fleet chief between sea:shore service will be planned in each case. Obviously, we will take into account the previous history of the man concerned, and if he has just finished a 30-month GCS we would not laughingly send him down to the dockyard to start another one straight away!

### The aim

However, we also hope to avoid planning his career so that he is still at sea on the day before he is due to start his terminal leave. Our aim is to plan the whole period of service as a fleet chief for the benefit of the Navy and the man. What is more each fleet chief may consult his own Drafty, and his wishes will be taken into account where possible.

The one thing Drafty must ask is that individual ratings make contact through their own ship's officers. In this way we hope to deal with each case quickly. If it were free for all the telephone lines and the swing doors could easily jam.

## EXCHANGES OF DRAFTS

The following ratings are anxious to exchange drafts. Any-one interested should write to the applicants direct.

G. Edmundson, POME, H.M.S. Sultan. Being drafted to H.M.S. Berry Head in May. Will exchange for G.S.C. frigate, Portsmouth or Rosyth based.

W. Bennett, LS(UC2). On draft to H.M.S. Phoebe, April 5. Will exchange for any G.S.C. ship, Portsmouth based. Replies to C-in-C's box office, Portsmouth.

D. G. Potter, LSA, Nelson Block, R.N. Barracks, Portsmouth. Being drafted to H.M.S. Ark Royal in June for G.S.C. Wishes to exchange for any G.S.C. ship, Portsmouth or Chatham based.

H. G. Barnes, Std. H.M.S. Devonshire. Just joined for "over six months" — will exchange for Plymouth, Rosyth or Chatham-based ship, preferably G.P. frigate.

W. A. Ford, LSA, H.M.S. Lochinvar, South Queensferry. Being drafted to H.M.S. Rooke, Gibraltar, April 13. Will change for Chatham area "over six months."

R. Baldwin, M(E)1, H.M.S. Llandaff, due for long refit at Plymouth. Will exchange for any Chatham based ship or establishment.

T. C. Green, OEM2, H.M.S. Triumph at Singapore. Will exchange for Home Sea Service or base port in U.K.

J. R. Lyndon, CPOSA, CPOs' Mess, H.M.S. Seahawk, R.N. air station Culdrose. Drafted to H.M.S. Hardy, July. Home Sea Service (U.K. base port Chatham). Wishes to exchange for any draft Plymouth area (shore establishment or ship).

A. W. Roberts, AB UC2, 3E Mess, H.M.S. Antrim, Portsmouth, G.S.C. Seeks exchange with equivalent rate going L.F.S. (anywhere) or G.S.C. ship going foreign leg.

## Helped to get prisoner

Shortly after midnight on January 26, a routine guardboat patrol in Gibraltar was interrupted for Lieut. Simon Dyer, R.N.R., of H.M.S. Whitby, by the apprehension of an escaped French prisoner.

The prisoner had made his way across Spain to Gibraltar where he had stolen a 30ft. yacht.

Lieut. Dyer spotted the yacht about half-a-mile off Rosia Bay, and, as a result, police found the man hiding on board and he was arrested.

As part of the attractions of the Great London Fair, H.M.S. Danae was in the Thames from January 20 to 25.

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## SURVEYING THE DOVER STRAIT

Survey ships of the Royal Navy have been surveying the Dover Strait because of collisions in the area. Soundings have been taken and the ships investigated the movement of sandbanks.

The findings are being used in the discussions now proceeding regarding the routing of Channel shipping.

## A WARM-CLIME ESKIMO



When H.M.S. Eskimo left Bahrain she was played away by a piper of the Royal Irish Rangers. It was, however, somewhat a case of farewell and hail — to reverse the normal order — as the band of the Rangers were joining up again with the Eskimo in February for the Massawa Navy Days.

The frigate's guard had already practised with the band on the parade ground at H.M.S. Jufair and her athletes trained hard in the hope of emulating H.M.S. Chichester's successes in the sporting events which are a major part of the Imperial Ethiopian Navy's annual graduation ceremonies.



# 'Red' letter beats strike!

Fearlessly Navy News this month reveals some "top secret" information. The Royal Navy got a letter from the Kremlin — and right in the middle of the postal strike, at that!

It's pretty red hot stuff too, being full of the "low down" on espionage and meriting an "X" Certificate.

Of course, it didn't come via the G.P.O. It was delivered by the Royal Naval Film Corporation who packed "The Kremlin Letter" into their latest parcel of films for the Fleet.

Coming along with the letter are a couple of chaps with a strange taste in names — "A Man Called Sledge" and "A Man Called Horse."

Both have powerful Western-style stories to tell, and the appearance of Red Indians with the latter suggests that Horse, at least, was influenced by the vividly descriptive imaginations they employ in their choice of "handles."

There's crime and skulduggery, both comic and dramatic, in "A Run on Gold" and "The Sicilian Clan," while it should be well worth taking "A Walk in the Spring Rain" with Anthony Quinn and Ingrid Bergman, if the acting talents of those two super-stars are anything to go by.

Here's the "parcel."

**A Run on Gold** — Richard Crenna, Anne Heywood, Fred Astaire. A bright and light-hearted film of skulduggery. With a very good cast, an ingenious story, although developing slowly, is quite amusing. (Cinerama.) No. 859.

**The Kremlin Letter** — Richard Boone, Bibi Anderson, Raf Vallone. An espionage mystery thriller with its ration of violence, and a complex story with an intricate sophisticated plot. Good adventure fare. (20th Century Fox.) No. 860.

**A Man Called Sledge** — James Garner, Dennis Weaver. This has a tough, sombre story full of violent action. A popular film for Western fans. (Columbia.) No. 861.

**A Walk in the Spring Rain** — Anthony Quinn, Ingrid Bergman. The plot, simple and sentimental, is of romance in maturity. The settings are beautiful and the film provides pleasing gentle entertainment. (Columbia.) No. 862.

**A Man Called Horse** — Richard Harris, Judith Anderson. A period story about a man enslaved by Indians. Powerfully presented with a ring of authenticity, it makes good meaty entertainment. (20th Century Fox.) No. 863.

**The Sicilian Clan** — Alain Delon, Jean Gabin, Irina Demick. A mixture of fashionable robbery and drama with a dash of a gangster set-up. It is a good yarn strongly developed with an exciting climax. (20th Century Fox.) No. 864.

The lovely Anne Heywood mixes romance with robbery in "A Run on Gold."



## Hecate sailors meet lads of the Barnardo family

A little boy's big grin says it's great to meet a real sailor. The sailor — LS Mick Perry.



The smiles were wide and handsome on the children's faces when 25 sailors from H.M.S. Hecate spent a couple of hours at Dr. Barnardo's Princess Margaret School, Taunton.

A close liaison exists between ship and school, and part of the ship's fund is set aside for games equipment for the school.

The delighted children gave them a tour of the school and played then at snooker, table tennis, chess — and roulette!

The school trip came during the Hecate sailors' annual visit to Taunton. Not having regained their land-legs, they were beaten 12-0 at soccer by the local police.

They had tea with the Mayor and went to a dance at Taunton Rugby Football Club.

H.M.S. Hecate, a 2,800-ton ocean survey ship undergoing refit at Devonport, was adopted by Taunton in 1965.

## NEW CLUB'S THREE SHADES OF COLOUR

A new Sultan Club, to replace the old one which has been in a converted hangar since 1961, was opened by Mrs. R. A. Marcus, wife of the commanding officer of H.M.S. Sultan, on January 22.

A real "home from home," the new club incorporates a ballroom, two bars, the NAAFI, a barber's shop, lounge, three colour television rooms, billiards room and table tennis room.

The two-storey club is part of a new complex which will be completed later this year and which includes accommodation for 200 ratings, a galley and a theatre.



Disc jockey Ed. Moreno — with three "Pickwickian" beauty queens — met ME Grace (left) and OEM Bailey, two of the men who run H.M.S. Ark Royal's radio station, when he presented records from the Pickwick record company to the ship.

## D.J. ED. 'RECORDS' VOTE OF THANKS!

A chance meeting between OEM Bailey and disc jockey Ed Moreno at the British Forces Broadcasting Services studio in Malta during H.M.S. Ark Royal's visit to the island resulted in an unexpected gift of a large number of long-playing records to the Ark's own radio station, Radio 433, by the Pickwick International Record Distribution Company.

A few years ago when Ed Moreno was working for Radio Caroline South, he was flown ashore by Royal Navy helicopter when he became dangerously ill. Ever since his "Fly Navy" experience he has held the Royal Navy in high regard and done what he could to help.

### BEAUTY TRIO

He arranged with the record company for the records to be waiting for the Ark on her return to Plymouth, and presented them to the ship with the aid of three local beauty queens.

Disc jockey and beauty queens were then pictured with two of the men who run the Ark's radio station, ME Grace and OEM Bailey.

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## COMMISSIONING FORECAST

# Change of plan for refitting frigates

The frigate Euryalus, which was expected to go into Dockyard control at Devonport in July this year, will not now be going until June of 1972.

H.M.S. Galatea, also for Devonport Dockyard control, moves on from August this year to October 4.

Commissioning of H.M.S. Brighton is changed from December at Chatham to February 18, 1972, and another move from December is the Ariadne, whose reduced trials at Glasgow are now fixed for June, 1972. Trials crew will join at Devonport in September, 1972.

Latest commissioning forecasts are as follows—

### MARCH

GAVINTON (M/H). March 18 at Bahrain. Foreign Service. Gulf. 9th M.C.M. Squadron. L.E.P.(A). U.K. Base Port, Rosyth.

FORTH (S/M Depot Ship). End March. Steaming crew at Singapore. Local Foreign Service (Unaccompanied). L.E.P.(C).

BERWICK (A/S Frigate). March 11 at Chatham. General Sea Service. Home/West Indies/Home. U.K. Base Port, Portsmouth.

CAPRICE (Destroyer). March at Devonport. Commissions as MEO training ship. Port Service. U.K. Base Port, Devonport.

### APRIL

DIOMEDE (GP Frigate). April 2 at Portsmouth for trials. Port Service. U.K. Base Port, Chatham. Commissions April (tentative).

BRERETON (M/H). April 12 at Singapore. Foreign Service. Gulf. 9th M.C.M. Squadron. L.E.P.(A). U.K. Base Port, Rosyth.

WHITBY (A/S Frigate). April 13. Refit complement at Gibraltar. Local Port Service (Accompanied).

### MAY

DIOMEDE (GP Frigate). Early May at Portsmouth. General Sea Service. Home/East of Suez/Home.

Captain's Command with full staff. U.K. Base Port, Chatham.  
FORTH (S/M Depot Ship). End May. Reduced refit complement at Devonport. Port Service. U.K. Base Port, Devonport.  
DEVONSHIRE (GM Destroyer). May 24 at Portsmouth. General Sea Service. Home/Med./Home. U.K. Base Port, Portsmouth.

### JUNE

ENDURANCE (Ice Patrol Ship). June at Portsmouth. 50 per cent. of ship's company. (R.M.). General Sea Service. Home/South Atlantic. South America. U.K. Base Port, Portsmouth.

TIGER (S13 Squadron). Mid-1971 at Cudrose. 4 Sea Kings. General Sea Service. U.K. Base Port, Portsmouth.

BRIGHTON FLIGHT. June 14 at Portland. General Sea Service. One Wasp. U.K. Base Port, Chatham.

### JULY

ANDROMEDA (GP Frigate). July. L.E.P. cooks and stewards replace U.K. ratings.

LINCOLN (A/D Frigate). July 9. Trials crew, Chatham. Port Service.

### AUGUST

VIDAL FLIGHT. August 3, transfers to Hecate.

HYDRA (Survey Ship). August at Chatham. Foreign Service (Phased Malacca and Singapore Straits). L.E.P.(A). U.K. Base Port, Chatham.

RHYL FLIGHT. August 9 at Portland. One Wasp. General Service.

Commission. U.K. Base Port, Devonport.  
ESKIMO (GP Frigate). August 2 at Chatham. Long refit party. Port Service.  
LINCOLN FLIGHT. August 5 at Chatham. General Sea Service. U.K. Base Port, Chatham.

### SEPTEMBER

APOLLO (GP Frigate). September. Reduced trials crew at Glasgow. Port Service. U.K. Base Port, Devonport.

MOHAWK (GP Frigate). Mid-September at Portsmouth for trials. Port Service. Captain's Command with full staff. Commissions January, 1972 (tentative).

L.E.P.(A). U.K. Base Port, Devonport.

CHICHESTER (A/D Frigate). September 6. Special refit complement at Rosyth. Port Service.

### OCTOBER

GALATEA (GP Frigate). October 4 at Devonport. Dockyard Control. Port Service.

BRIGHTON (A/S Frigate). October at Chatham for trials. Port Service. U.K. Base Port, Chatham. Commissions December.

TIGER (Cruiser). End October at Devonport for trials. Port Service. U.K. Base Port, Portsmouth. Commissions end of February, 1972.

### NOVEMBER

EXMOUTH (A/S Frigate). November. L.E.P. manning.

TORQUAY (A/S Frigate). November at Chatham for trials. Port Service. U.K. Base Port, Portsmouth. Commissions, February, 1972.

WISTON (CMS). November. Refit crew at Gibraltar. Port Service.

### DECEMBER

RHYL (A/S Frigate). December 2 (tentative) at Devonport for trials. Port Service. U.K. Base Port, Devonport. Commissions end January, 1972.

BRINTON (M/H). December at Rosyth. Home Sea Service. 4th M.C.M. Squadron. U.K. Base Port, Rosyth.

BRERETON (M/H). December at Rosyth. Home Sea Service. 4th M.C.M. Squadron. U.K. Base Port, Rosyth.

GAVINTON (M/H). December at Rosyth. Home Sea Service. 1st M.C.M. Squadron. U.K. Base Port, Rosyth.

HERMIONE (GP Frigate). December. General Sea Service. Captain's Command with full staff. U.K. Base Port, Portsmouth.

### MAY

BACCHANTE (GP Frigate). Base Port changes to Chatham.

### JUNE

ARIADNE (GP Frigate). June at Glasgow. Reduced trials crew. Port Service. U.K. Base Port, Devonport.

LEANDER (GP Frigate). June 8 (tentative) at Devonport. General Sea Service. Home/Med. U.K. Base Port, Devonport. Captain's Command with full staff.

NUBIAN (GP Frigate). June 15 at Rosyth for trials. Port Service. U.K. Base Port, Devonport. Commissions September 7 for DTS.

MATAPAN (Destroyer). June 30 at Portsmouth. Home Sea Service. AUWE trials ship. U.K. Base Port, Portsmouth.

ENDURANCE (Ice Patrol Ship). June at Portsmouth. 50 per cent. of ship's company. (R.M.). General Sea Service. Home/South Atlantic. South America. U.K. Base Port, Portsmouth.

KENT (GM Destroyer). June at Portsmouth. General Sea Service. Home/Med. U.K. Base Port, Portsmouth.

EURYALUS (GP Frigate). June. Dockyard Control, Devonport. Port Service.

### JULY

TRIUMPH (Fleet Maintenance Ship). July. C and M party at Chatham. Port Service.

LONDON (GM Destroyer). July. LR party at Portsmouth. Port Service.

### SEPTEMBER

ARIADNE (GP Frigate). September at Devonport for trials. Port Service. Commissions July (tentative).

### NOTES

The term "U.K. Base Port" means the port at which the ship may normally be expected to give leave and refit.

For ships which are to be phased-commissioned, the dates quoted are those on which the main party will join. Drafting action is initiated about six months ahead of the date on which men are to join such ships, and drafting action for the first party will therefore be initiated about nine months ahead of the dates quoted.

When the word "phased" occurs followed by two dates, the recommissioning process will be spread over the period indicated.

Drafting action for men for trials crew (who will form part of the final complement) is initiated between nine and six months before the dates quoted.

These periods should be borne in mind when preferring requests to volunteer for service in particular ships.

L.E.P. is the abbreviation for locally entered personnel.

Ships in which locally entered Cooks and Stewards are to be borne in lieu of U.K. ratings are shown as follows: A—All Cooks and Stewards; B—All Cooks and Stewards, other than 1 P.O. Cook; C—Stewards and Cooks for Captain and Wardroom.

The letters (R.M.) used for destroyers and frigates, only, indicate that a Royal Marine detachment will be borne for the full commissioning.

### APRIL

TORQUAY (A/S Frigate). April 7 at Chatham. Navigational and MEO training. Home Sea Service. U.K. Base Port, Portsmouth.

DIDO (GP Frigate). April (tentative) at Devonport. Dockyard Control. Port Service.

LEANDER (GP Frigate). April (tentative) at Devonport for trials. Port Service. Commissions June 9 (tentative).

APOLLO (GP Frigate). April. General Sea Service. Captain's Command.

## Soccer match with 2,500 goals



A marathon 76-hour football match staged by apprentices of H.M.S. Daedalus continued for 76 hours, during which no fewer than 2,538 goals were scored.

The result: A cheque for £169 for the Guide Dog for the Blind Association and an entry, perhaps, in the Guinness Book of Records.

In the picture Radio Electrical Artificer (Air) Charles Morgan presents the cheque to Mrs. Kelly and her guide dog Bella for the Association.

With them are Electrical Artificer (Air) David Gaimey and some of the apprentices who took part.

The money was raised from sponsors of the marathon five-a-side encounter, in which 20 apprentices took part.

Teams played for two hours alternately, each player spending a total of 38 hours playing football. Ten apprentices acted as officials and kept records of the game.

The captain of H.M.S. Daedalus (Capt. L. S. Bryson) kicked-off, and the Mayor of Gosport (Cllr. R. A. Kirkin) blew the final whistle.



# Lady P- girl for a lark

## SHIPS OF THE ROYAL NAVY

No. 184

## Penelope—a 380-year saga of the sea

The Penelope of mythology was the wife of Ulysses — but in the Royal Navy her name spans 380 years of history. Today a Leander class frigate holds a name which was borne with pride by ten ships before her.

Most famous was the 5,270-ton cruiser, the "Pepper Pot" Penelope, whose eventful life ended on February 18, 1944, when she was sunk by a torpedo off Naples, a month after she

had been present at the assault on Anzio.

Survivors were picked up by L.S.T.s which opened their doors and lowered their ramps for the men to get on.

Completed in 1936, she had six 6in., eight 4in. guns, and six 21in. torpedo tubes.

In November, 1941, she saw action against Italian convoys in

the Mediterranean, and in March, 1942, was damaged by near misses in air raids on Malta.

In 1943 she took part in the bombardment of Pantelleria and later of Lampedusa, and that July was in action off Sicily.

The first Penelope sailed from Plymouth for India in 1591 and, about 1667, the second was a privateer employed against the Dutch.

The third (a 24-gun sixth-rate launched in 1778 and wrecked in the West Indies the following year) and fourth (a 32-gun fifth-rate launched in 1783) were Liverpool-built.

The sixth, a 1,051-ton 36-gun, was launched in 1798 at Bursledon. Under Capt. Blackwood's command, she was in Admiral Troubridge's force which blockaded Malta in 1800.

She was wrecked in 1815 while serving as a troopship on the St Lawrence River.

She was followed in 1817 by a fifth-rate frigate which, 26 years later, was converted to steam and fitted with paddle wheels.

### FIRST "TWIN"

The eighth Penelope, built at Pembroke in 1867, was the Navy's first large ironclad to have twin screws.

In 1897 she was used as a floating naval prison at Simons Bay. She was sold in 1912.

Her successor was a 3,520-ton cruiser completed in August, 1914.

On April 25, 1916, she was torpedoed by a submarine while returning from an operation against German battle cruisers which had raided Lowestoft.

She was sold for breaking up in 1924.

Last December Cdr. J. B. Powell succeeded Cdr. S. Idiens as commanding officer of H.M.S. Penelope.

## 'PEPPER POT' YESTERDAY



The picture above vividly illustrates how hard-earned was the "Pepper Pot" title bestowed on the second world war cruiser Penelope. A close look reveals clear evidence of the work of the hard pressed damage control parties.

Meanwhile (below) today's H.M.S. Penelope cuts a dash for our postcard picture.

Star of sea, screen and radio — that "show biz" style description might almost apply to Lady Penelope (the Royal Navy's Leander-class Lady Penelope, of course!).

Nobody could possibly dream that the phrase "Left hand down a bit" is ever heard aboard H.M.S. Penelope, but (just in case advice or nautical "atmosphere" might ever be required to lend authenticity to the programme) she is the Navy's link with radio's "The Navy Lark."

She was "twinned" by the Navy Board with the radio series to take over the role from H.M.S. Troubridge when the Troubridge was scrapped.

The Penelope also has a liaison with Century 21 Productions, the producers of the "Thunderbirds" television series which featured that other Lady Penelope.

At sea, the Penelope has another claim to fame. Towards the end of last year she entered the Guinness Book of Records as the fastest towed warship in the world.

A "dead ship tow" exercise off Gibraltar (reported in the December Navy News) set up a world record when H.M.S. Scylla towed a propellerless Penelope at 23 knots on a one-mile long 11in. circumference braided nylon rope.

H.M.S. Penelope was launched by Lady Maden on August 17, 1962, as an improved Type 12 (Leander Class) frigate.

### Trials ship

During her first commission she visited Toulon and Denmark, and was in a squadron which visited South America.

She then went into major refit and recommissioned at Devonport on June 23, 1967, as a trials ship for the Admiralty Underwater Weapons Establishment.

She no longer carries Wasp helicopters. Her long range radar has been removed and her guns are in a state of preservation.

During the commission which began in June, 1967, the Penelope visited Gibraltar, Malta and Toulon and she began her third commission on November 14, 1969.

## PENELOPE TODAY



Today's Leander-class  
H.M.S. Penelope.

## PHOTO POSTCARDS

Postcards of H.M.S. Penelope or any other ship in this series are obtainable from Navy News, Dept. PC, R.N. Barracks, Portsmouth, PO1 3HH, price 5p each (50p per dozen, stamps, postal order or cheque).

A standing order for the supply of each new card on publication for 12 issues can be arranged on receipt of postal order or cheque for 70p.

Albums to hold 64 Navy News postcards are 50p each (including postage).

Other ships in this series are:

Abdiel, Acheron, Adamant, Agincourt, Aisne, Albion, Alderney, Andrew, Apollo, Arethusa, Ark Royal (Pre Mod.), Ark Royal (Mod.), Armada, Ashanti, Auriga, Barrosa, Beagle, Bermuda, Berry Head, Berwick, Blackpool, Blake, Brave Borderer, Brighton, Britannia, Bulwark (Pre Mod.), Bulwark (Mod.), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Centaur, Chevron, Chichester, Cleopatra, Corunna, Cumberland, Dainty, Dampier, Danae, Daring, Dartington, Defender, Devonshire, Diamond, Diana, Dido, Dreadnought, Duchess, Dundas, Eagle (Mod.), Eagle (Pre Mod.), Eastbourne, Echo, Endurance, Engadine, Eskimo, Explorer, Excalibur, Exmouth, Falmouth, Fearless, Fife, Finwhale, Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Grafton, Grenville, Gurkha, Hampshire, Hardy, Harland Point, Hecate, Hecla, Hermes, Hermione, Hydra, Intrepid, Jaguar, Juno, Jutland, Jupiter, Kent, Kenya, Layburn, Leander, Leopard (Mod.), Leopard (Pre Mod.), Lincoln, Lion, Liverpool, Llandaff, Maidstone, Manxman, Minerva, Mohawk, Mounts Bay, Murray, Naiad, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Olwen (formerly Olynthus), Orpheus, Osiris, Palliser, Protector, Plymouth, Porpoise, Puma, Reclaim, Redpole, Relentless, Resolution, Revenge, Rhyl, Roebuck, Rothesay, Russell, Salisbury (Mod.), Salisbury (Pre Mod.), Scarborough, Scorpion, Sealion, Sheffield, Sidlesham, Sirius, Striker, Stromness, Taciturn, Talent, Tartar, Tenby, Theseus, Tidesurge, Tiger, Token, Torquay, Triumph, Troubridge, Trump, Tyne, Undaunted, Undine, Ursa, Valiant, Vanguard, Vidal, Virgo, Virago, Wakeful, Warrior, Warspite, Whitby, Woolaston, Yarmouth, Zest, Zulu.

## A Naafi Budget Account



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with monthly payment of £10

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## A friendly welcome this time



There was no shortage of guides when Wrens from H.M.S. Pembroke visited the Dutch ships on their arrival at Chatham.

Photo: Russ Whalley

### DAME AGNES WESTON'S ROYAL SAILORS' RESTS WANT A REST?

Find one at:

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SINGAPORE — Naval Base

ACCOMMODATION — MEALS — RECREATION  
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**ASHORE AND AFLOAT**  
gives further details of meetings, etc.

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8 Station Hill, CHIPPENHAM, Wilts 3166  
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272 Cowley Road, OXFORD 45888  
1 Parvis Road, West BYFLEET, Surrey 47971  
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93 Town Street, Horsforth, LEEDS Horsford 6733  
24-hr. telephone answering service Camberley 5131

See our advertisement on page 23.

Just over 300 years ago ships of the Dutch Fleet went marauding up the River Medway, causing the British some anxious moments.

But a very different reception — in the form of five Wrens and a naval nurse — awaited seven minesweepers of the Royal Netherlands Navy Mine Countermeasure Group I when they arrived in Chatham on January 22 for a week-end visit.

The Royal Navy had prepared a packed programme of entertainment, including two coach tours of London, hospitality in the messes in H.M.S. Pembroke and sports facilities. Host ship during the visit was H.M.S. Exmouth.

The Dutch ships were the Woerden, Breukelen, Brielle, Bedum, Borculo, Bolsward and Schuiling.

### LETTERS TO THE EDITOR

# Has a unique badge vanished?

I have been much interested in the recent references to the Royal Naval Patrol Service, as its formation, upon the nucleus of the R.N.R. Patrol Service, was my particular "baby" during my service at the Admiralty from 1939 to 1942.

In 1957 I wrote a book giving the complete history of the Patrol Service, published by William Kimber, entitled "Lilliput Fleet."

One point about the R.N.P.S.

has always intrigued me. What has become of the special badge introduced for its members by Winston Churchill when First Lord of the Admiralty?

It was made to wear on the sleeve of the uniform during the war and in the lapel of plain clothes in peace time.

The badge came into being as a result of some confusion on Churchill's part. When the Germans began using the magnetic mine we had no counter-measure ready. An appeal was broadcast by the B.B.C. for the crews of wooden-hulled fishing vessels and their craft to serve as temporary minesweepers.

#### CHURCHILL'S SPEED

As there was no time to put the crews into uniform they wore their civilian dress with arm brassards. Then someone at the Admiralty mentioned the possibility that if any of the crews should be captured while doing minesweeping work in civilian dress the Germans

would shoot them as francs tireurs.

Churchill, however, was told merely that these volunteers had been given no distinctive insignia and not that they lacked a uniform. With typical speed he called for a badge to be designed for issue to minesweeper men, and, at the instance of the Second Sea Lord, to include the crews of anti-submarine trawlers.

Thus the "A/S-M/S Badge" came into being, and the Patrol Service gained a unique distinction which, unlike war medals, can still be sported in plain clothes. Instead, it seems to have disappeared entirely.

E. Cecil Hampshire  
Ruislip, Middlesex.

## Wives who are 'in the dark'

Reference your "open letter to the Fleet." I do agree that it would be a good idea if wives could get hold of official information more readily. This could apply to DCIs or any other form of announcement where it relates to the families.

### Story of Atlantic Convoy SC7

I thought you would be pleased to know that I have had a splendid response from the letter you printed about contacting men of the R.N. Patrol Service in connection with the book which Harry Ludlam and myself have been writing about this service in the Second World War.

The book is now finished and will be published in April or May.

We are now working on a story of the Atlantic convoy SC7 in October, 1940, which was the first to be attacked by wolf-pack U-boats on the surface at night, and suffered severe losses.

Paul Lund

6, Spath Walk,  
Cheadle Hulme,  
Cheadle, Cheshire.

This would be particularly useful when husbands are away, but that is not the only time.

Perhaps I am fortunate in that my husband keeps me well up to date on changes, but I have been astonished on occasions concerning the things that the husbands as well as the wives seem to know nothing about.

Mrs. A. W.

Gosport.

As an ex-serving Q.A.R.N.N.S. I feel strongly about being kept fully informed on what is going on in the Royal Navy; its ships, and its men and women still serving.

Although DCIs give fuller details about what is happening, I prefer to sit back and gather my information from Navy News (once a month is not enough). The paper gives everything in an easily-read way.

(Mrs.) J. "Chalkie" White  
Singapore.

### When you're too successful . . .

Sometimes you can be too successful — as happened to the recruiting team whose picture was published in the January edition of Navy News.

There was some mix-up in their hotel booking arrangements at Newcastle, and they had to pick up their bags and find somewhere else to stay.

I wonder if they knew who the people were who had been booked in to the rooms which they had expected to occupy — a group of us leaving home to join the Navy!

J.R.O.

H.M.S. Ganges.

## Rum bosun had a hangover

While serving in the aircraft carrier *Illustrious* during the war as a stoker, I was detailed off with two other stokers as "tiffies" cooks.

One had to lay the tables, another to man the pantry and serve out scran, while my job was to fetch it with dishing up water.

The rum was got by Jock the table layer. All went well until Jock went sick and was "turned in" in the sick bay. The chief tiffie detailed me off as "rum bosun" and I had to go down three decks to the rum store.

I had been ashore in Alexandria the night before and had a big hangover. Going for the rum at 11 a.m. I had to go along passages lit only by police lights. Everywhere in the ship were hot and cold water taps.

As I crawled through these passages with a murderous hangover, I decided to have a swig out of the "fanny," and went to a tap to put a squirt of water in.

#### 'GOOD MEASURE'

Arriving at the mess I pushed the "fanny" through the pantry hatch turning my head away from the chief tiffie in case he smelt my breath. Then I would take my jug to draw my own tot.

Tanky was a mate of mine, and I always got some gash rum in my jug.

The chief tiffie would come along with a good tot of neaters saying, "You get good measure Lofty. You go all the time."

I thought, some day there will be no water and I will drop a clanger. But I carried on for a long time "christening" the rum, until I came off "adrift" and lost my job, for which I was very grateful.

I often wonder how the chief tiffie got on with his short measure when I went part of ship.

D. Byrne

Leek, Staffs.

## GOVERNOR WAS GUEST



In the centre of a friendly and informal group in the CPOs' and POs' mess at H.M.S. Rooke is Admiral of the Fleet Sir Varyl Begg, Governor and Commander-

-in-Chief, Gibraltar. Mess dinners held by the CPOs and POs are popular events, and the Governor was guest of honour at one of them.



# Diomedede gets fit!

**ANOTHER  
LEANDER  
IN SIGHT**

Diomedes, king of the Argos, is about to join the Royal Navy. Or, to put it another way, the ship that bears his name is in the final stages of fitting out before her official acceptance ceremony in Portsmouth, currently planned for early April.

Like her sister ships, H.M.S. Diomedede, the newest Leander class frigate, brings a name from Greek mythology back to the Navy's strength. She is pictured (right) returning to Yarrow's shipbuilding yard on the Clyde after completing 14 days of successful contractors' sea trials.

Yarrow's house flag flies from the foremast and the Red Ensign from the stern.

After her work-up, H.M.S. Diomedede is scheduled to join the Fleet for operational deployment at the beginning of next year.

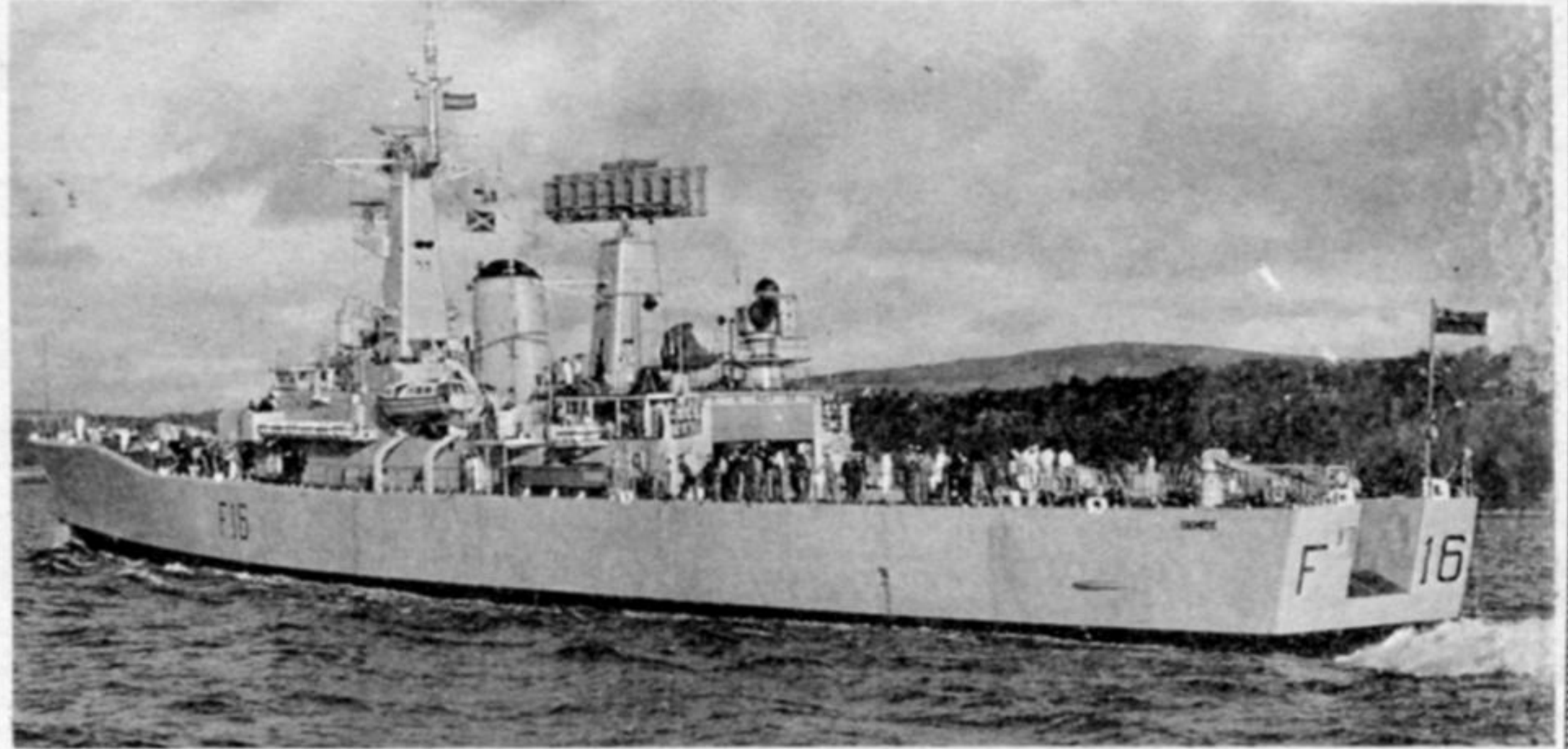
Launched by Lady Mills on April 15, 1969, she is the 24th of her class and the fourth ship to bear the name Diomedede.

Her immediate predecessor — launched in April, 1919, and scrapped in May, 1946 — earned an unusual distinction during the second world war.

## NONE IN ANGER

It has been said that, between August, 1943, and the war's end, she probably fired more rounds of ammunition than most ships — and not one of them in anger! She was, at the time, serving as a CW candidate training ship based on Rosyth.

Displacing 4,850 tons and "touting" six 6in. guns and 12 torpedo tubes, the third Diomedede had earlier spent three years on the China Station, 11 years with the New Zealand Division R.N., some time in Reserve, 14 months in extended refit, and had seen some action in the West Indies and the Pacific.



## Advancements

Confirmation has been received that the following have been advanced to the Chief Petty Officer, Chief Artificer or Chief Mechanician rate:

To A/CMEA(P) — Richards V.C. 943543; Newton M. J. 056634; Cresswell F. S. 943503; Lucas M. R. 956437; Bartlett A. R. 943791; Old C. E. 969737; Collyer D. P. 977801; Cater M. B. 977792; Cruickshank D. A. 969520; Wimpenny P. A. 977944; Millis M. E. 969732; Blundell R. H. 977960; Lovegrove E. F. 977868; Siggers D. A. 977916.

To A/CMECH — West A. J. 953924; Roser S. G. L. 948311; Hooper D. O. 965064; Gould G. 939668; Joyce B. 914743; Coutts A. G. 975378.

To A/CMEA(H) — Belben A. J. 051955.

To CMEI — Presland R. J. 771482; Thomas F. J. 885783; Ashton D. R. 891313; Parry I. N. 673365; Nottingham G. 792345; Hearne F. S. 914949; Letts B. S. 914288; Brown W. G. 907643; Pitt R. J. 846687; Thorpe M. W. 921022; Fitzer R. A. 919931; Ryan J. F. 832213; Weekes J. E. 914857; Gavin R. H. 907902; Williams J. R. 892232; Wilson N. T. 894529; Lay F. R. 951747.

To CCEL — Baber J. L. 941376; Fraser A. 864371; Christmas R. J. 933210; Humphries A. 961433; Banks T. 933465; Wheeler B. J. 927735; Bonas D. 941347.

To A/COEA — Hartley N. G. 052581.

To COEL — Collins L. F. 836520; Noel K. M. 915204; Kirkham M. A. 955820; Collins A. B. 946976; Wright P. F. 937405; Geur I. H. 927555; Bagley D. D. 950015; James R. 961638.

To CREL — Clarke I. A. 924028; Plews W. 977019.

To CRS — Dixon R. 918420; Hughes J. L. 820030; Grainger E. 911973; Foley R. G. 883272; Lucas B. A. 934299; Rockett C. 839732.

To CCY — Pritchard M. 935899; Baldock J. M. 942225; Collins M. E. 843468.

To A/CMT — Hardman J. 843262; Otte-

son C. S. 856867; Fosbery R. R. 845296; Blanchard C. H. 900722.

To CPOMA — Lake R. 945552; Strode M. J. 871155.

To CPO — Park R. 889576; Radford D. R. S. 898258; Baker F. H. 899212; Franks D. P. 889402; Gibbs A. L. G. 944018; Metcalfe H. S. 926273; Carter S. 889862; Bee B. C. 865068; Barnes R. 905228; Hooper B. A. 858463; Lomas N. A. 818151.

To MAA — Mason W. A. 957749; Livingston W. 911532; Dickens C. G. 944037; Holley D. L. 839336.

To CPO WTR — Murphy B. P. 945797; Hughes D. 923533; Lee P. H. F. 901019; Tomlin A. E. 890840.

To CPOSA — Hand R. J. F. 954765; Russell R. 885270; Winterborn R. 912664.

To CPOCA — Hardy C. W. 945427; Griffin C. 935507.

To CPO STWD — Munday B. D. 909085; Coram J. P. 896492; White A. E. 879328; Weaver B. A. 883700.

To CA/FAE — Pinnington W. FX 910497; Macfarlane M. S. M. FX 910755; Armour M. J. F. 927108; Hutchinson F. A. FX 902112; Thompson R. H. FX 886924; Butler F. B. FX 882436; Lewis V. R. FX 882184; Towns D. FX 906513; McCurry F. FX 881471; Worsdell J. FX 917751.

To CA/FO/COEL(A) — Harrington W. J. FX 917380; Carroll R. H. FX 906039.

To CA/AH — Burnett G. K. FX 851472; Cane W. G. FX 910503; Palmer R. F. FX 860168; Noyes R. D. A. FX 906272.

To CEL(A) — Bearman A. J. FX 915982; Edwards N. K. FX 860188; Haynes N. W. FX 880396; Rhodes J. H. F. 927633; Nicholls W. FX 915695; Peters E. FX 893918; Tee K. FX 915037; Rutter A. FX 924366.

To A/CA — Knott M. A. 055170; Berwick M. S. F. 969630.

## POINTS LEADERS ON THE ROSTER

The following table shows the total points of the men at the top of each advancement roster. Numbers in brackets indicate the number of men with the same number of points.

Ratings lacking seniority, V.G. conduct of medically unfit have been omitted.

CPO	PO	LS
1506	354	76
Ch Smkr	CPO CA	CPO Wtr
1376	1656	1381
PO Wtr	L Wtr	CPO SA
376	243	1607
PO SA	L SA	CPO Ck (ex S)
647	580	1952
PO Ck (ex S)	L Ck (ex S)	CPO Sld
975	478	2197
PO Sld	CPO Ck (ex O)	PO Ck (ex O)
339	1870	671
L Ck (ex O)	MAA	MAA (ex Cx'n)
465	1186	1395
RPO	CMEA(PV)	CMEA(H)
	Ch Mech	
601	133/80	426
Ch M(E)	L M(E)	Ch C E
2026	80 (2)	1572
Ch O E	Ch R E	CRS
1318	1345	1481
RS	L R O(G)	CRS(W)
526	383	526
CCY	CY	L R O(T)
1213	496	295(2)
Ch Med Tech	CPO MA	PO MA
261	575	736
L MA	CA/FAE	POAF(AE)
408	889	286
LAM(AE)	CA/FO	POAF(O)
265	1335	140
LAM(O)	CA (AH)	POA(AH)
250 (2)	1802	794
LA (AH)	CA (SE)	POA (SE)
323 (2)	1094	629
LA (SE)	CA (Phot)	POA (Phot)
Ni	594	345
LA (Phot)	CA (Met)	POA (Met)
367	837	Ni
Ch E (Air)	PO E (Air)	Ch R E (Air)
1651	105	2062
PO R E (Air)	LREM (Air)	
188	233	

The following rosters are "Intermediate," i.e., there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months: PO M(E), L E M(Air).

The following rosters are "dry": L Std, CCEA/Ch CE Mech, PO C E, LCEM, COEA/Ch OE Mech, PO O E, LOEM, CREA/Ch RE Mech, PO R E, LREM, RS(W), L R O(W), CAA(AE), CAA(O), CAM(AE), CAM(O), CEA(Air), CREA(Air), Ch E Mech(Air), Ch R E Mech(Air), Ch R E Mech(Air).

Merit Points awarded on November 30, 1970, are non-effective until the adjustment of the rosters on March 1, 1971. The revised totals will appear in the April issue of Navy News.

## 'LEGALISED BANDITRY'

"Gambling on gaming machines is now permitted in Ministry of Defence or Ministry of Defence controlled premises..."

Such a simple statement, but anyone with experience of the gaming laws realizes that there must be more to it than those few words. And there are: two and a half pages of guidance in D.C.I. 23/71 for anyone involved in operating one-armed bandits.

## NEW FROM AIRFIX! Get this 24th scale SUPER KIT!



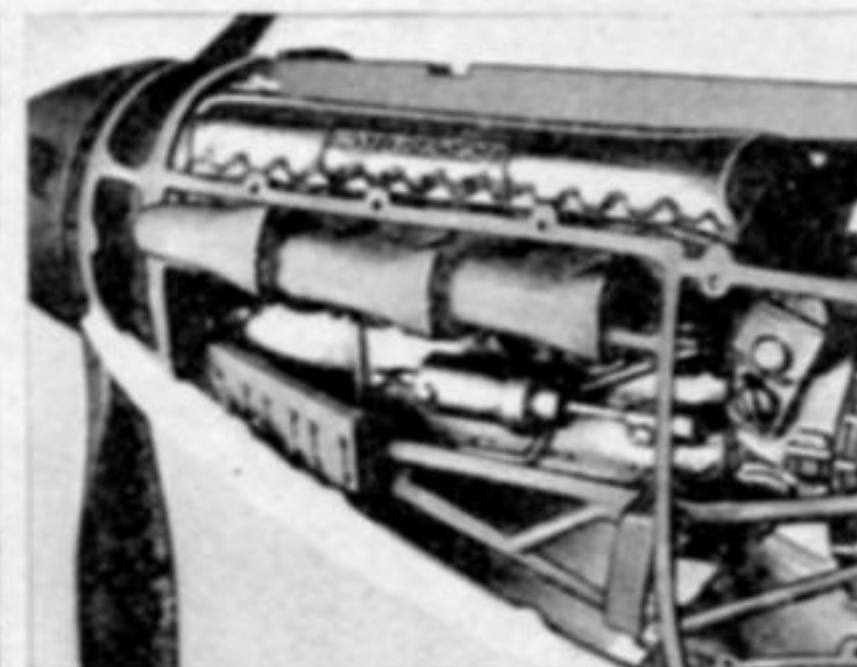
The first of the new Airfix Super kits flies in — the Spitfire Mk 1A! With 150 detailed parts, here is perfection in aircraft modelling!

This magnificent 24th scale model features a superbly detailed cockpit, Browning machine guns complete with ammunition boxes and a super detailed Rolls-Royce Merlin engine beneath removable panels. A propeller motorising unit is available.

This new Airfix Super kit is undoubtedly one of the finest aircraft kits ever produced and a 'must' for all keen modellers.



Superbly detailed cockpit



Rolls-Royce engine detail



The Browning guns



**Get every  
detail right  
with Airfix**





Hydrographic survey ship H.M.S. Hydra pictured in the Malacca Strait off Puala Undan near Malacca.



When the survey ship H.M.S. Hydra sails from Singapore in the spring, she will have completed a task which began in December, 1969, and, as a result of her work, the way will be open for new charts of the Malacca Strait.

With existing charts no longer being considered adequate for the increasing volume of super tankers and other large deep draught shipping using the Malacca Strait, the Hydra's job was to survey a 180-mile continuous channel 10 miles wide.

#### THREE SHIPWRECKS

By January 18 two-thirds of the work had been done — with 70 shoals and three shipwrecks discovered.

The Hydra is fitted with echosounders which give a continuous profile of the bottom under the ship as she

## Hydra straightens out the Strait charts

runs a closely spaced pattern of lines across the area.

To be sure that no pinnacles of rock or wrecks have been missed, the whole area is swept by sonar, and any contacts found are closely investigated.

#### "LEAPFROG" RADIO

The ship's position is fixed by an electronic system called Hi-Fix which uses two radio stations ashore which leapfrog down the coast in steps of about 40 miles to keep pace with the work.

Some work in the channel had previously been done by H.M.S. Dampier which surveyed in Malaysian waters for many years.

The Hydrographer of the Navy, Rear-Admiral G. S. Ritchie, went to Singapore to gain first hand knowledge of the Hydra's progress.

When the survey is completed the results will go to the Hydrographic Department at Taunton to be embodied in new Admiralty charts of the Malacca Strait. The charts will be available for sale to mariners of any nationality.

# Queen to launch Sheffield

NAVY  
NEWS  
IN  
BRIEF

The Queen is to launch the Royal Navy's first Type 42 destroyer, H.M.S. Sheffield, at Barrow on June 10. The gas-turbine propelled destroyer carrying the new Seadart missile system is being built by Vickers and was laid down in January last year.

Her predecessor, the 9,100-ton cruiser "Shiny Sheff," which scored a long list of second world war battle honours, was built by Vickers-Armstrong, Ltd., on the Tyne and launched by the then Duchess of Kent in 1936. After seven years in Operational Reserve she was scrapped in 1967.

The launching of the new Sheffield will be commemorated by Mr. A. Hartle, a draughtsman at Vickers, who plans to issue a commemorative postal cover.

Mr. Hartle, who issued a cover when the nuclear sub-

marine Churchill commissioned, has produced a second to mark the recommissioning of H.M.S. Dreadnought.

Sale of the covers raises money for the welfare fund of the ship concerned and for the R.N.B.T.

As Allied Commander-in-Chief Channel, Admiral Sir William O'Brien was one of NATO's three major military commanders who jointly conducted the biennial NATO-wide command post exercise Wintex 71 between January 27 and February 4.

Wintex 71 is designed to exercise the headquarters of the NATO military commanders and ministries of some member countries under a whole range of simulated military actions.

Launching takes place at the Beverley shipyard of Charles D. Holmes and Co., Ltd., of Hull, of the Rollicker, second of the new powerful ocean tugs for the Royal Maritime Auxiliary Service.

With a deep displacement of 1,630 tons, she has been designed principally for salvage and long-range towage, but could also be used for general harbour duties.

The guided missile destroyer H.M.S. Devonshire recommissions on May 24 after a three-

## "BON VOYAGE, NAMESAKE!"

A message of goodwill was sent to Commander Alan Shepard, of Apollo 14, the latest American moonshot, by H.M.S. Apollo, now building at Yarrow's shipyard on the Clyde.

It read: "Following our launching on 15 October, 1970, we hope that yours will be as successful. Bon voyage."

year refit during which improvements in the class design since she first commissioned in 1962 have been incorporated in machinery and living spaces.

After work-up at Portland the Portsmouth-based destroyer begins her General Sea Service Home / Mediterranean / Home commission.

The Lord Mayor of Portsmouth's Coronary Care Appeal benefits by £25 as a result of a donation from the POs' Mess at Royal Naval Barracks, Portsmouth.

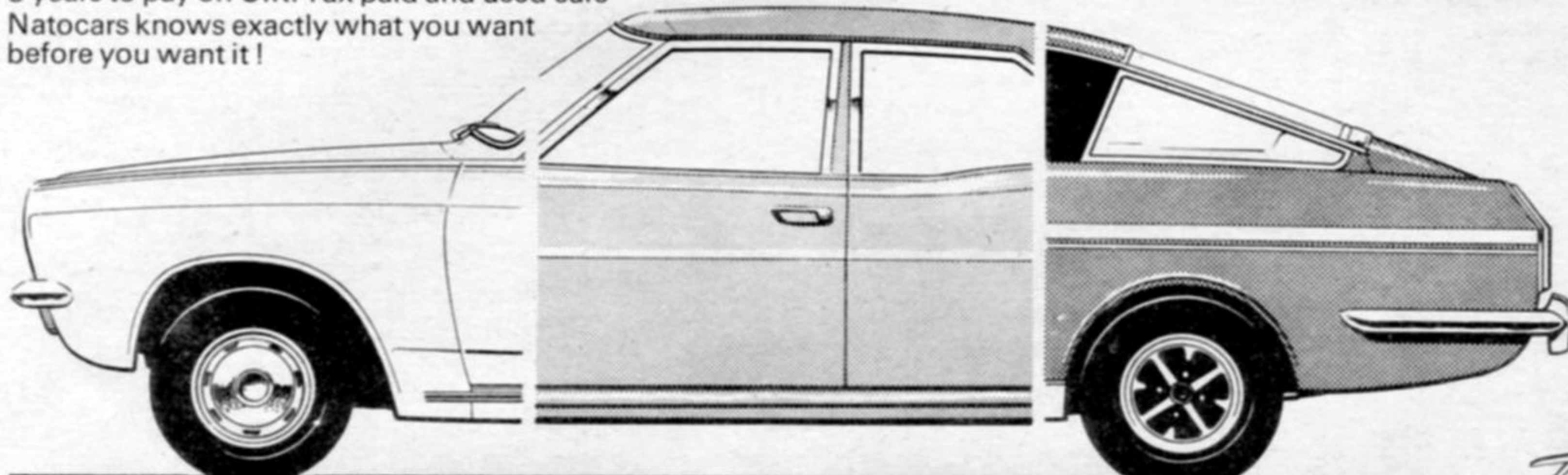
The Royal Navy has ordered two torpedo recovery vessels, valued at about £1 million, from the Swan Hunter group.

# Natocars has a remarkable model waiting for you in port:

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NN





The president of the Wine and Beer Making Circle "stoking up" at the Chinese New Year ball. He he was not however, "taking a trip" — the pipe is the wrong shape for that!

## BREWING UP SOME CHINESE WHOOPEE

As the date for Rowner Wine and Beer Making Circle's social night fell on the Chinese New year, the president, Mr. R. H. G. McKinlay (an ex-PTI now an estate warden) decided to throw a Chinese fancy dress ball. It was held at the new community centre.



REA Peter Shane and his wife Elizabeth (above) suitably attired for the Wine and Beer Making Circle festivities.



In the picture left the lady in front seems to be hiding her light under a bushel, but all of them seem to be having a gay time at the Chinese fancy dress ball.

Pictures: T. P. Breuilly



## FAMILIES PAGE

### She's a wife who's travelled

Much-travelled bride is Mrs. Sheila Hunt (right), wife of a leading steward who has just finished a two-year spell in H.M.S. Rothesay.

Sheila, who is 25 and has been married two years, has a three-month-old baby Samantha Jayne. She used to work for the Admiralty at RNSD Copenacre in Wiltshire, before she was married.

"I am on draft to H.M.S. Mercury at Petersfield," writes Leading Steward Hunt, "and will shortly be on a married accompanied to H.M.S. Rooke, Gibraltar."

"Sheila has been to Singapore, Malaysia, and Cyprus with me and the Navy, and we hope to do a lot more travelling in my naval years to come."

"It would be a big surprise for Sheila to see her photograph in Navy News, which she reads every month without fail."



Turbulence — that most expressive word for describing the trunk to trunk life of a naval family — brings its changes and excitements as well as sad uprootings, but its effect is often felt most when schooling or vital examinations are involved.

The difficulties are recognized by the Ministry of Defence through the availability of grants to assist with boarding-school education, but by no means all parents favour full-time boarding schools, and there are always the instances of children who may not be suited to the life.

The wife of an S.D. lieutenant, Mrs. Ruth Cooper, has suggested to Navy News that there is another alternative which would be welcomed.

"Why not a hostel in Portsmouth," she wrote, "so that school children, and especially the older ones well settled and preparing for vital examinations, could remain where they are?"

She said that in discussions with other wives they indicated interest in the idea, as all would like to accompany their husbands whenever possible, and

would accept a hostel for the comparatively short time involved.

The Ministry of Defence grant would cover the board and lodging cost of the hostel, and tuition fees would continue to be the responsibility of the Local Education Authority.

There is a somewhat similar scheme under which MOD grants are paid for the maintenance of children who stay on with relatives, but Mrs. Cooper's point is that it is a pity to lose that sort of arrangement due to the absence of relatives.

"The most important aspect — indeed the whole point of the idea," added Mrs. Cooper, "is the vital consideration of the continuity of education being possible despite Service commitments, and at very minimal cost to parents wishing to achieve this for their children."

In practice, officers are more

likely than ratings to send their children to boarding schools, but the reason is not completely environmental.

Boarding-school fees do seem to have a lot of "hidden extras" — for instance the high cost of uniforms — and few ratings are prepared to take on the financial responsibilities involved.

Place of residence is impor-

tant, as Local Education Authorities vary in their attitude on assistance with tuition fees. Hampshire appears to exercise no means test, while Portsmouth does.

Mrs. Cooper's suggestion would enable people to live where they pleased (within a reasonable area) without having to consider the peculiarities of Local Education Authorities.

An inquiry at the Ministry of Defence produced the reaction, "I doubt whether there would be much demand for hostel accommodation."

Any comments?

# School continuity —an idea

## THAT'S MY BOY!



Holding his baby son for the first time is LREM Chris Lewis. Chris, who is 24, comes from Rhondda, and when his ship, H.M.S. Jupiter, returned to Devonport after nine months in the West Indies, his wife Carol was there to make the introduction.



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SINGAPORE ORCHIDS are available throughout the year

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During December the Rose season is coming to an end, and whilst orders for Roses will be executed if possible, other flowers may have to be substituted, but you can rest assured these will be of equal value.

The number of blooms sent varies according to current wholesale prices.

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Please write clearly in block letters and remember to enclose the personal message which is to go with your box of flowers.

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# Trust—a friend you can trust!

**R.  
N.  
B.  
T.**

**50,000 cares  
'file out'**

Portsmouth local committee members have helped staff in a massive job of destroying more than 50,000 files.

R.N.B.T. offices are warehouses of personal problems. Applications for help or advice are dealt with promptly and in the utmost confidence, and filing systems are constantly expanding to keep pace.

Files being "paid off for disposal" by (left to right): Mr. G. E. Newman (Naval School of Motoring), Mrs. M. A. Clarke (clerk / typist), and Mr. D. J. Gautrey (first assistant at Portsmouth local office).

As in all warehouses there is the need, from time to time, for a clear-out — which means destruction under supervision of files which have been closed.

Taking advantage of the postal strike, the Portsmouth staff accelerated the task of thinning out the files to make way for long-term and other cases formerly dealt with at Chatham.

Destruction is the only means of disposing of these files because of their confidential contents. But this must be about the only destructive habit of an organization which is essentially constructive in its work.

## WELL DONE

The closure of the Chatham Office of the R.N.B.T. has caused redundancies, and those connected with the work in the area have asked Navy News to record their appreciation of the Services of the Local Secretary and his assistant.

Mr. P. K. Fairbairn left the Royal Navy as a petty officer (PFI) and joined the R.N.B.T. staff in October 1955.

He became local secretary temporarily on August 1 1970, and has been very much concerned with the reorganization which is taking place, not only that affecting his office but also in making provision for the future administration of Pembroke House, the Trust's Home for aged naval men at Gillingham, Kent.

His assistant, Mr. B. J. Townsend, B.E.M., who joined the Trust in February 1958, completed a pensionable engagement in the Royal Navy as a sick berth chief petty officer.

He is a state registered nurse and a qualified physiotherapist, but for the last 15 years has been engaged in clerical and welfare activities, first with the Civil Service and then R.N.B.T.



uncertain where to go for advice in any particular difficulty.

### Doing its duty

The man and his dependants whose lives have been influenced by naval routine and tradition generally like to turn again to the Navy through the Royal Naval Benevolent Trust for information and guidance. This is particularly true of retired pensioners and elderly widows who, perhaps in the eventide of their lives, feel

inadequate and in need of guidance and support. It is the Trust's duty to help them.

The local office staff are, through years of experience, competent to deal with the majority of problems, but when they consider that professional or specialized knowledge is needed they refer immediately to the best possible source of advice.

If you have a problem, take it to the Royal Naval Benevolent Trust because its purpose is to serve men (serving and ex-serving) of the Royal Navy and their dependants.

In the complexity of the modern, high-speed society the serving or ex-serving naval man, like any other citizen, is often at a loss to know what to do for the best, especially in times of distress, indecision or uncertainty.

He needs a friend or counsellor who is not directly involved in the situation to consider his problem objectively and with sympathy and understanding.

The naval community has such a friend and counsellor in the Royal Naval Benevolent Trust. Many of the "S.O.S. calls" made to the Trust's local offices, whether by letter, personal visit or telephone, are not so much appeals for financial help as for advice and guidance.

They range from accommodation, travel, education and training, insurance, emigration and domestic matters to family issues.

Some of the problems are simple and, to the well-informed, might almost seem trivial, but others are more difficult and entail long interviews and research.

### Post problems

The Trust does not enter into politics, religion or class, endeavours to be impartial in controversial matters, and treats all who seek its help with similar courtesy and consideration.

The postal strike, obviously, has brought problems. For instance, there was the Chief Petty Officer who was awaiting the arrival of his gratuity in order to establish himself in business.

Then there was the social worker who wanted to get in touch with her 25-year-old Petty Officer son serving in a shore station abroad to tell him that his seriously ill brother in another part of the world had made sufficient recovery to be brought home by air ambulance.

### Social network

It is generally accepted that it is the responsibility of the community acting through the State to ensure a reasonable standard of living for all citizens. A network of social services deals with National Insurance, supplementary allowances, pensions, and special provision for the deprived and disabled.

This has, to quite a large extent, absorbed many problems hitherto referred to the Trust, but the amalgamation of Government departments such as the Department of Health and Social Security or the Department of the Environment has not eased the task of the individual in separating his benefits and entitlements.

It is little wonder, despite the efforts made by some Government departments to publicize their work by easily read leaflets and to simplify and humanize their approach to the individual, that many people are still

## We're at your Service

**—and here's how  
to find us**

The Trust is wasting no time in trying to combat rising costs and maintain an efficient service. Its Chatham Office—in existence since 1922, ceased all casework activity on February 12 and cases formerly considered by the Chatham Local Committee are now being handled by the Local Committees at Devonport and Portsmouth on the following basis:

#### Devonport Local Committee

RNBT, Stopford Place, Plymouth PL1 4QU. Tel.: Plymouth 52772

Devonport Port Division; serving and ex-serving Royal Marines, including Royal Marine Band and Royal Marine Engineers (Official No. 10,000 and above); serving and ex-serving Fleet Air Arm; R.N. Patrol Service; Boom Defence Service; Naval Canteen Service (limited); Chinese ratings; R.N.V.R. (R.N.R.) other than Divisions allocated to Portsmouth.

#### Portsmouth Local Committee

RNBT, 2a, Tipner Road, Portsmouth, PO2 8QR. Tel. Portsmouth 60296 - Dockyard 5841

Portsmouth Port Division; Chatham Port Division; R.N.V.R. (R.N.R.) Clyde, East Scottish, Forth, Sussex, Solent and Tay Divisions.

Families living in the vicinity of the Portsmouth and Devonport Offices should contact those Offices irrespective of Welfare Authority, Port Division or Branch of the Service.

Any enquirer in doubt should contact the above Offices or the Head Office of the Trust at High Street, Brompton, Gillingham, Kent. Tel. Medway 42743.



# WHAT'S GOING ON IN D.C.I.s

## Postage rates

Dearest postage rates which came into force on February 15 do not include Forces mail — but the present Forces rates will be increased from July 1, 1971, when the revised Commonwealth and Foreign rates become effective.

For the period February 15 to June 30 the postage rates have to be decimalized. For instance, the cost of an air mail letter from the United Kingdom to H.M. Forces outside Europe is 3p (not over one-and-a-half ounces), with 3p for each additional half-ounce.

DCI 7/71 (General)

## Second chance

An application for a grant to the Fleet Amenities Fund now has a second chance — from the newly created Fleet Recreational Fund, the legal formalities for which have been completed.

The objects of the Fleet Recreational Fund are "to promote the efficiency of the personnel of the Royal Navy, Royal Marines, and the W.R.N.S. by providing facilities and amenities for their education, recreation and otherwise for their physical and spiritual need."

Assets of the fund are not large, and it will be administered by the Trustees of the Amenities Fund. The same Grants Committee will act for both funds, and will decide from which fund any grant or loan should be allocated. It is only necessary to apply to one fund, though consideration will be in relation to both.

DCI 9/71

## Casual meals

Casual meals in Service messes are the subject of new regulations to bring all Services into line, and to simplify conversion to decimal currency.

The new rules cover entitlement proportions and scales of recovery charges, the cost of meals being: breakfast 8p; main meal, 18p; tea or late snack, 4p; supper or high tea, 10p. The last two charges are combined into 14p where only one evening meal is served.

DCI (General) 23/71

## Name's the same

Anyone who has telephoned H.M.S. Antrim lately and heard a bit of blarney may have got involved in a confusion of similar names.

In any form of communication it is as well to remember that there is also the RNAD, Antrim. The two have been getting mixed up.

DCI 40/71

## Outward Bound

Opportunities for adventure and character training at the Outward Bound Trust schools are well known.

Officers and ratings (including W.R.N.S.) can volunteer for a month's spell as an instructor.

DCI 62/71

## Camp duty

Another somewhat similar opportunity is for volunteers for ship's company duties at the combined Cadet Force and Sea Cadet summer camp, Loch Ewe, Ross-shire.

DCI 76/71



# So don't get the hump...

If the shortest distance between A and B is by camel, and travel is at public expense, it may be difficult to argue that a slightly longer route by jet would nevertheless be deeply appreciated.

To be fair, getting from Portsmouth to Lancashire via Basingstoke and Reading is not by camel. It just feels that way by train sometimes.

Going via London isn't by jet either, but the mainline network is geared to London, and Portsmouth is well placed to make the best use of this.

For the moment, British Rail is taking the strict MOD rule on the point — the cheapest route.

But the matter is "under investigation."

And talking about travel... Details of a new Joint Service Bus Warrant will shortly be promulgated.

Since January 1 this year, personnel have been able to take their free leave travel by bus or coach, operated by companies officially listed.

DCI 29/71

## 'Checking out'

With free food on board under new regulations, and no ration allowance to draw, there has been some reluctance among married men to be "checked out" on arrival in port.

Their mind is to be made up for them. Married men in Category M1 whose homes are within 20 miles' travel of the ship are to be checked out when their ship is at more than 47 hours' notice for steam.

When the period of steaming notice is less than eight hours, such married men should not normally be checked out.

Between eight hours and 47 there are variations according to circumstances.

Commanding officers may at their discretion approve requests from married men to live out in other circumstances.

DCI 22/71

**What's going on? Those who are best informed keep up to date on the latest Defence Council Instructions.**

**The aim of this regular feature is to give a general impression of new DCIs affecting conditions of service, but in the event of action being taken, the full original text should be studied.**

## The family way

If the Navy's bachelors need no instruction on the problems of life, they can become better informed on the marital status by taking a peep at some of the new books for ships' libraries.

February issues included, "How to be a Family Man," and "How to Live with a Neurotic Wife."

DCI 149/71

## Tamar ties

Fancy a Tamar tie? It has a golden naval crown and junk on a navy blue or maroon background in terylene, costs 25s. (including postage) and is available to those borne on the books of H.M.S. Tamar for more than three months.

DCI 17/71

## New increment

Introduction of a seven-year point increment for lieutenants will fill in "a missing year" in the scale. With the increment, the rate will be 142s. a day (£2,592 per annum) and it is back-dated to last April.

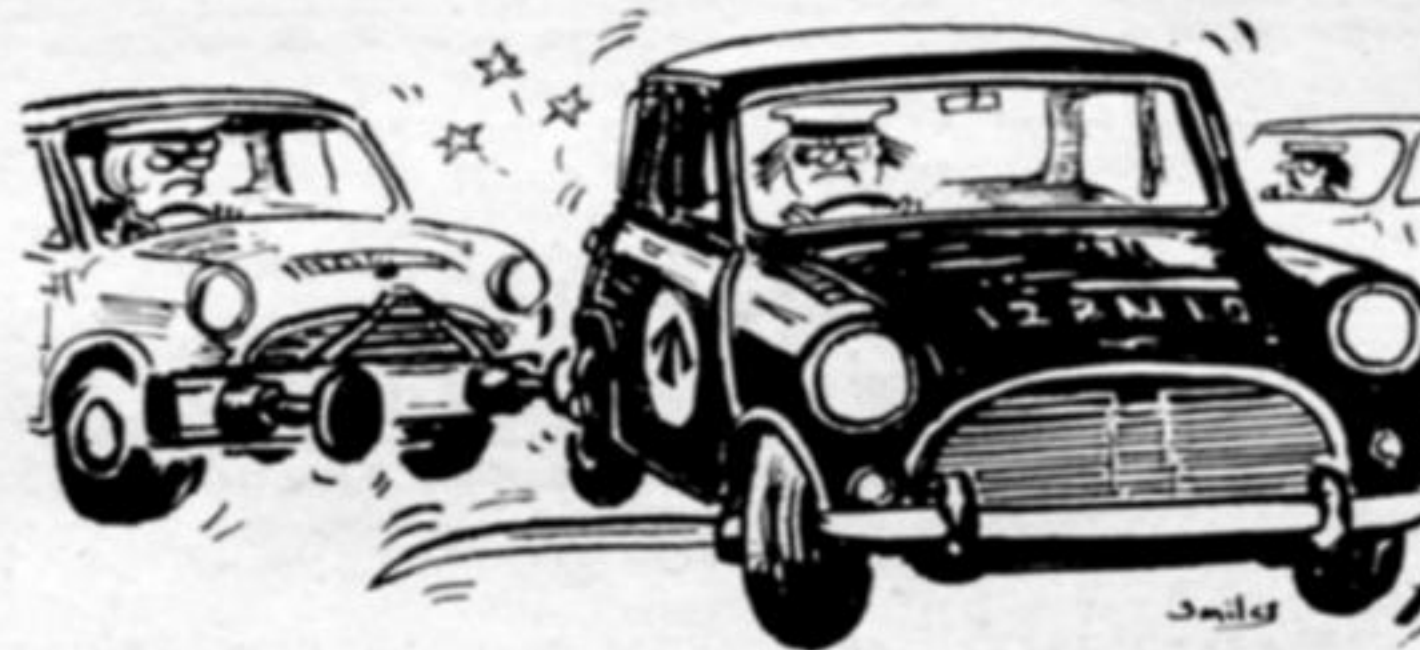
DCI 18/71

## £28,600 RAISED

All who helped to organize and run last year's Navy Air and Open Days may like to know that the sum of £28,600 was raised for naval charities.

The main ones to benefit were: Funds of the Home Command and Fleet, £8,838; King George's Fund for Sailors, £6,186; R.N.B.T., £6,186; Fleet Amenities Fund, £4,290; RN and RM Sports Control Board, £3,000.

DCI 16/71



Wrens in Minis (cars!) can volunteer for the vehicle handling contest at the Royal Tournament.

## Drive Navy

At the wheel of a car, Navy drivers are rather proud of their skill, especially after winning all the awards in the vehicle handling competition at both the 1967 and 1969 Royal Tournaments.

This inter-Service contest, which calls for driving skill, teamwork, and stamina, will be at Earl's Court between June 9 and 26, and includes a section for the women's services, driving Minis.

Volunteers had to have their names in by February 1.

DCI 59/71

## Queen's Birthday

The date for the observance of the Queen's Birthday in 1971, at home and abroad, will be Saturday, June 12. This will also be Commonwealth Day.

DCI 15/71 (General)

## Separation pay

Are the Separation Pay regulations properly understood? The main details were given on page one of the February issue, but if personnel or their families have any queries which they care to address to Navy News, a further explanatory article will be given.

DCI 19/71

Pussers (or pussers at heart) looking to civvy street in a couple of years or so may be interested in the introduction of a course leading to Chartered Institute of Secretaries (CIS) examinations.

DCI 24/71

Advice about gaming machines on MOD premises run to two-and-a-half pages of DCIs.



# Big discounts for cash or HP through Naafi

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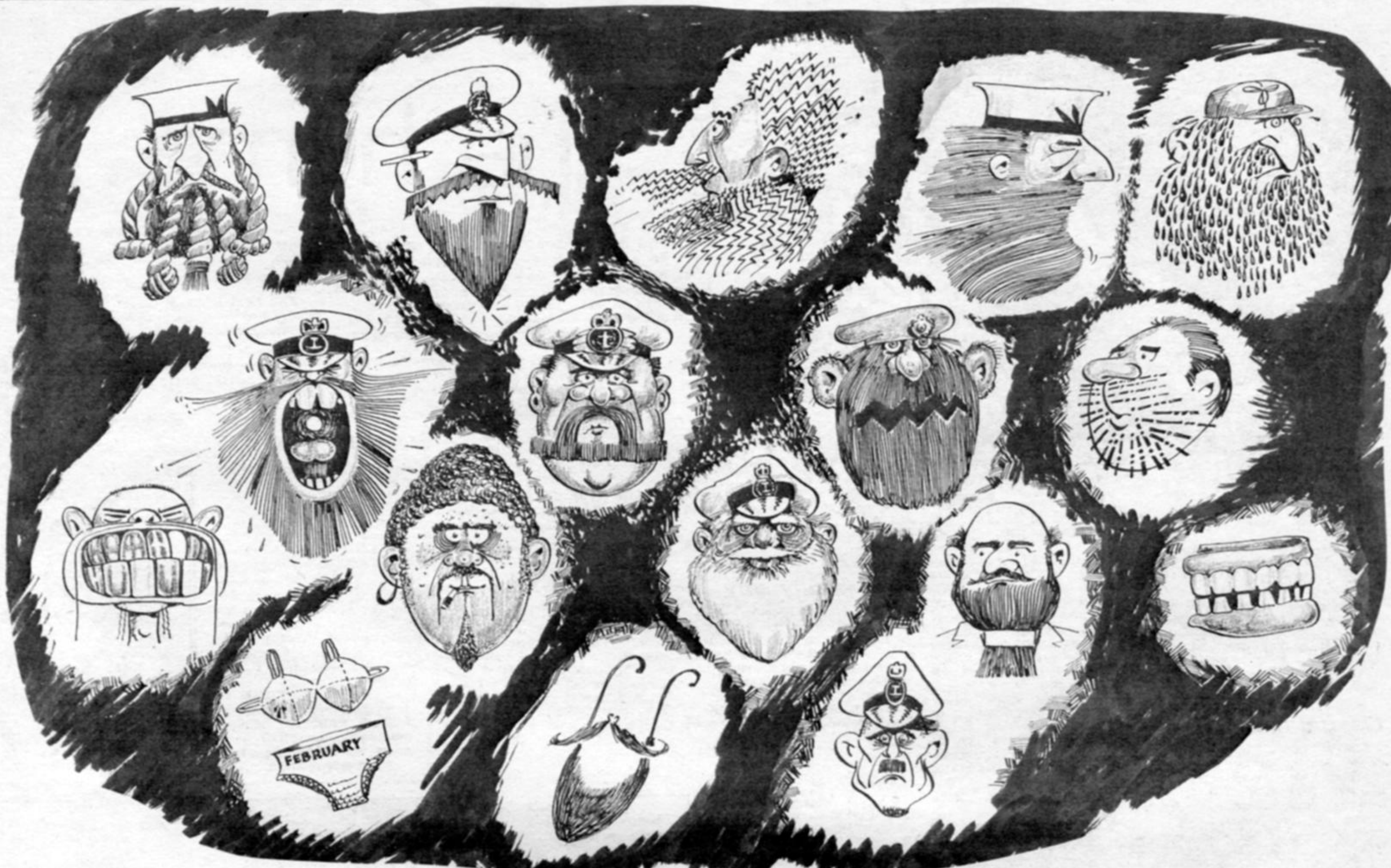
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# A *Swift* LOOK AT SETS



If you can't name these sets yourself, here's how the cartoonist sees them:

Top row (left to right): The Seaman set, Chippy set, Elec. set, Jet set and Stoker set.

Second row: The Drill set, Wardroom set, Royal set and Sparker set.

Third row: The Unofficial Chinese set, In set, Out set, Padre set and Dental set.

Bottom row: The Wrens' set, Renta-set and Regulating set.

Into the misty distance sails H.M.S. Lowestoft, leaving Chatham to keep her date with NATO.

## Lowestoft's new job

### IN NATO ATLANTIC FORCE



While on passage in the Channel, H.M.S. Lowestoft, which has joined NATO's Standing Naval Force Atlantic, was diverted to assist in the search for the submerged sections of the tanker Texaco Caribbean which was in collision with a Panamanian cargo ship.

It was one of these submerged sections which was struck by the German cargo/passenger ship Brandenburg which sank quickly with considerable loss of life.

The Lowestoft co-operated with the Trinity House vessels Siren and Patricia to locate and mark the wrecks. The frigate sailed from Chatham on January 12 to join the new members of STANAVFORLANT at Rotterdam.

## POLARIS WREN WINS AWARD

Wren Stores Assistant Jenny Carney, the first Wren to receive a Herbert Lott efficiency prize for service to the Polaris Submarine Squadron, is awarded the trophy (below) by Rear-Admiral P. G. La Niece as Commodore Clyde.

Jenny, who has now left the Service, held an important position in the Base Replenishment Team monitoring submarine stores requirements and maintaining co-operation with the principal supplier, SSTON Faslane and the submarine concerned.





# End of ...

## OBLIVION LOOMS FOR A VETERAN

With her name about to disappear from the Navy List, the veteran cruiser Belfast — the ship whose torpedoes helped sink the Scharnhorst — appears to have lost her last "battle."

Considerable efforts have been made by enthusiasts keen to see the cruiser preserved as an example of 20th century warship building — both Portsmouth and Plymouth have been suggested as venues where she would be a great tourist attraction — but difficulties are rooted in financial stringency.

What appeared the final "nail in the coffin" was the announcement in February that there was no prospect of the Government being able to contribute either to the £600,000 capital cost, including scrap value, of saving the ship, or the recurring charges estimated at about £200,000 a year.

### Museum interest

Another name about to disappear from the Navy List is Bellerophon, the generic name for ships in reserve at Portsmouth for the past 20 years.

The Belfast, for the past four years headquarters ship of the Bellerophon, left her moorings off Whale Island and was moved into Portsmouth Dockyard for removal of heavy gear and stores.

The Imperial War Museum and National Maritime Museum have shown interest in the preservation project which while allowing visitors to walk round the ship seeing turrets, operations room and other places of interest, would also provide space between decks for display of naval exhibits for which there is no room in present museums.

Some 70 M.P.s of all par-

ties signed a House of Commons motion urging preservation.

But the Government announcement appeared to end the big question mark which had been hanging over the cruiser's head — would she be preserved for posterity as a floating museum or eventually go for scrap?

The Belfast and her sister ship, the Edinburgh, with their 12 six-inch, eight four-inch, anti-aircraft armament and (until 1959) six 21-inch torpedo tubes were — apart from the armoured cruisers built between 1899 and 1907 — the largest cruisers ever built for the Royal Navy.

### Back broken

Displacement (standard) when built was 10,000 tons (the London class, 1927-28, and the Norfolk class, 1927-30, were just under that figure), but following reconstruction Belfast's present standard displacement is 11,550 tons (full load, 14,930 tons).

The Edinburgh was sunk by our own forces on May 2, 1942, in the Barents Sea, after being torpedoed on April 30.

H.M.S. Belfast, built at Belfast by Harland and Wolff, was completed only a month before the outbreak of the Second World War. Three months later her back was broken when she was mined in the Firth of Forth.

During the next two years the cruiser was virtually rebuilt, and then she took an active part in the war, escorting convoys to Russia and being engaged in the Scharnhorst sinking in December, 1943.

She was to the fore in June, 1944, in support of the landings on the Normandy beaches, pounding the enemy defences with some 2,000 shells.

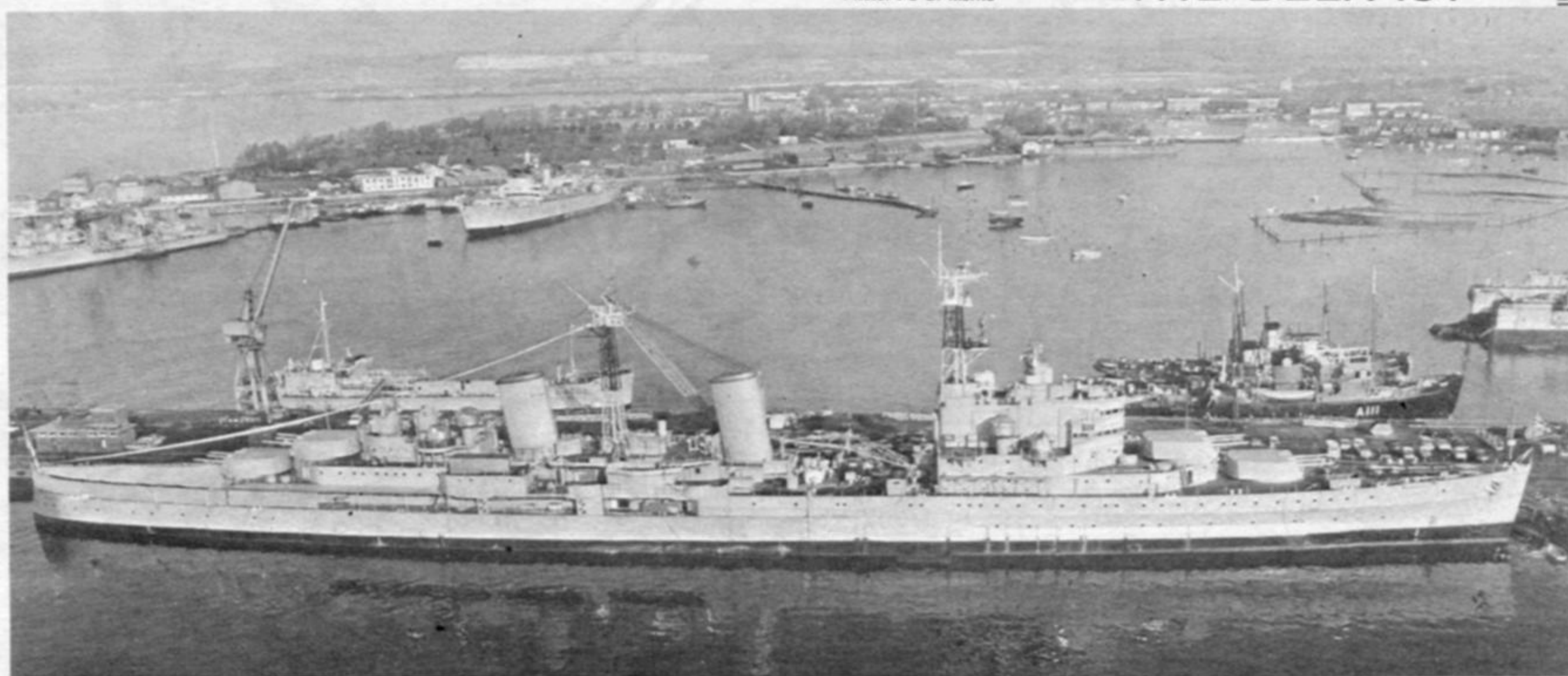
After the war she went to the Far East Station, taking an active part in the Korean War by many bombardments of the coast.

Reconstructed again between 1955 and 1959, she rejoined the Fleet, becoming the flagship of the Flag

Elderly, maybe, but still a daunting sight — H.M.S. Belfast pictured alongside in Portsmouth Dockyard, flying paying-off pennant. In the background is Whale Island.

Photo: PO D. Morris

## HOPES FADE FOR PRESERVATION OF THE BELFAST



## ... an era?

Officer Second-in-Command Far East Fleet. On returning to the United Kingdom in mid-1962 she joined the Home Fleet.

### Special service

The Royal Navy's first Bellerophon, the original "Bally Ruff'n" had Trafalgar among her battle honours, and the fourth ship of the name was a battleship of 18,600 tons which was built at Portsmouth and served at Jutland.

Paying-off of the last H.M.S. Bellerophon took place at the end of January, three chaplains conducting a specially devised service on

board the Belfast.

It was decided that the final balance of the Bellerophon's Welfare Fund should be distributed as follows: R.N.H. Haslar Patients' Fund, £190; Royal Sailors' Home club, £137; R.N. and R.M. Children's Home, £100; R.N.B.T., £100; Lord Mayor of Portsmouth's Coronary Care Appeal, £100; H.M.S. Palliser Welfare Fund, £50; SSAFA, £50; Sea Cadet Corps (for TS Royalist), £30; ITCRM Lympstone Welfare Fund, £25. Total £782.

With paying-off of the Bellerophon a modified version of the Reserve Group is being established at Chatham, with the Reserve Ships

Authority moving into the Ship Maintenance Authority at Portsmouth.

### GUN TURRET MEMORIAL?

A suggestion that one of the big gun turrets from H.M.S. Belfast should be removed from the ship and placed on Southsea front was made in a letter to The News, Portsmouth.

The turret, it said, "would be a permanent memorial to the designers, engineers, and gunners who served this country well."

The scene at Portsmouth when H.M.S. Palliser recommissioned after three years in the Portsmouth Reserve Ship Group.

Picture: PO D. Morris



## LIFE COMES BACK TO PALLISER

After three years in the Portsmouth Reserve Ship Group, H.M.S. Palliser, the Blackwood class anti-submarine frigate (1,456 tons, full load) recommissioned at Portsmouth on January 22 for service with the Second Frigate Squadron at Portland.

Among the guests with the ship's company of 150 was Lady Margaret Palliser, who launched the ship in 1957.

Mrs. Cartwright, wife of the commanding officer, Lieut.-Cdr. G. E. T. Cartwright, was assisted by JS John T. Emms when the commissioning cake was cut.

The Blackwoods — Duncan, Dundas, Exmouth, Hardy, Keppel, Malcolm, Palliser and Russell — are named after famous captains of British naval history.

In 1779, following the Battle of Ushant on July 23, 1778, Vice-Admiral Sir Hugh Palliser demanded the court-martial of his superior, Admiral Keppel, on charges of mismanagement of the battle. The admiral was acquitted, becoming a public hero.

Because of the care he took of his men's health, Admiral Palliser was always popular with the sailors.

## 'Chopper' pilot gets German rescue medal

A Royal Navy Sea King helicopter pilot has become the first Briton to hold the silver medal awarded by a German lifesaving organization.

Twenty-nine-year-old Lieut. Barry Randle earned the award when he flew 70 miles from H.M.S. Ark Royal (then on passage from Oslo to Plymouth) to the rescue of three crew members of the German coaster Leda in distress with a shifted cargo.

Ships whose rubber dinghies had been able to take off some of the crew, were unable to rescue the Master and two other men.

Before the helpless coaster sank, Lieut. Randle and his crew winched them into the helicopter and took them to the Ark Royal for medical treatment.

The medal was presented by the Ambassador at the German Embassy in London, and a citation from the German Society for the Rescue of Shipwrecked Persons expresses appreciation of Lieut. Randle's achievements in a strong gale and against the greatest difficulties.



# Navy News

Editor:  
W. WILKINSON  
Royal Naval Barracks, Portsmouth  
Tel. Portsmouth 22351 (Ext. 72194)

## No surprises —no shocks

Rather less popular interest was aroused by the Defence White Paper than the story of the soldier's daughter who said she preferred sailors because they were more gentlemanly.

That in a way was a tribute to the document. The absence of surprises meant also that there were no shocks, which is entirely in keeping with the aim to give the Armed Forces the stability to recover from the hammering of recent years.

If the newspaper reaction to the young lady in question suggests an interest in human relationships at least as great as that concerning defence, it is not altogether inappropriate to talk of both matters in the same breath.

The Defence White Paper is also much concerned with human relationships — with the attitude of the public towards the Services — and one of the specific aims laid down is "to enhance the role of the Armed Forces in the community."

### EASY TO "KNOCK"

It continues to be easy — and cheap — to "knock" the forces. At the end of a dramatic television programme, when the moon travellers were safely aboard the U.S. aircraft carrier, a member of the B.B.C. team had the final word. He would always remember, he said, that the Apollo 14 leader, Alan Shepard, turned out to be "less of a naval captain and more of a human being."

While such gratuitous insult comes so easily into the homes of watching millions, without an uproar of protest, the need to present a true Service "image" becomes apparent.

Perhaps it is unfair to speak too harshly of an off-the-cuff comment amid the tension of a live broadcast, but it would be the more readily ignored were it not a fairly regular pastime.

### FAR EAST FORCE

One of the White Paper announcements which did get attention was the decision to allocate a further destroyer and submarine to the Far East. This may not send Moscow into a tizzy, but is important as an indication of intent, to preserve our interests and responsibilities on a world basis.

A world role will also mean lots of visiting ships to the other end of the earth, and the opportunity for the Royal Navy to sail all the seas.

With this White Paper and for the immediate future, the idea is not to hit the headlines, but to have faith restored, and build on a firm basis.



"Blue Line Charter Airways hopes that on the return trip you will remember not to call our senior pilot a cack-handed cox'n..."

Not only the brains but the characters of the Royal Navy's future leaders can be trained "to an extent as yet undreamed of..."

The view was expressed half-a-century ago, yet in some directions the progress has remained rather more in the realm of dreams than reality.

The writer was Captain the Honourable R. Plunkett-Erle-Drax (later Admiral) and he was giving his conclusions at the end of his appointment as the first Director of the Royal Naval Staff College, Greenwich.

A glance at the Navy List discloses the blunt fact that of the

# A MENTAL ASSAULT COURSE

newly-promoted commanders, way down below half have been Staff College trained.

In the other Services, while the promotion prospects do not require Staff College training, it seems to be generally understood that nobody without "PSC" need apply.

The effect of this is that Army and Royal Air Force promotion is PSC orientated, being directed by the PSC end-product.

However, before the Navy leadership is too hurriedly written off as a load of old scrubbers, the picture is not all that easily definable in stark black and white.

A Sir Francis Drake might well make a pretty poor showing if he had to be trained to cope with one of the Dryad simulators, but amid the technological explosion of recent years it has still been necessary to get in sea time and retain the basic qualities of a maritime force.

### Sea dons

The pressure is on today for sea dons as well as sea dogs, and the question to be faced is whether we can have both.

Too few officers, or too much work for them, is very pertinent to the present situation, and must to some extent govern what happens, but can everyone with hand on heart deny a measure of influence in the thinking, "I never went to Staff College, and I can't say it ever kept me back."

When there is an array of gold braid to back up that sort of outlook, the effect can reach a long way down.

If the Management believes that a seadog don is likely to be better than a seadog, then the figures suggest that the reins are being held in tight somewhere.

The Navy believes devoutly that advancement for ratings

should be for the leadership trained, and attendance at Staff College could be described as a parallel pattern — a mental assault course for the higher leadership.

For a whole year, an officer of around lieutenant-commander level can forego the immediate personal responsibility for a job, and settle down to stretch his mind to broader horizons.

### Navy's university

In what is virtually the Navy's university he can become a student, meet others from the navies of the world, gain a greater understanding of tri-service thinking, undergo a useful measure of active participation with the Army and Royal

Air Force, delve into history, have a look at politics, derive a more balanced outlook on contemporary problems, and generally emerge as a better educated, management conscious, "world" man.

A list of officers attending the R.N. Staff College makes illuminating reading. They are from Chile, Pakistan, Iran, West Germany, Thailand, Netherlands, Argentina, United States, Japan, India, Malaysia, Australia and Canada.

In naval affairs, many of the countries represented weren't

born yesterday, but they seem to think it good value to pay for sampling British know-how on sea power and matters maritime.

At the end of the course, all that everybody will see for it will be the symbol "PSC" — Passed Staff Course — but it is worth remembering that a civilian assessment of the course lies in its recognition as exemption from the intermediate stage of many professional examinations.

For the moment, naval officers attending the Staff College do seem to get there on the basis of whether they can be spared for all that time.

### Hard thinking

In the face of concentration on tri-service thinking, it may be doubted whether the Navy can continue a measure of "going it alone" on staff training priorities, and whether academic sights should not be higher now.

In another kind of uniform, an officer would experience a highly selective approach to eligibility for Staff training — far removed from the current process in the Senior Service.

During the past few years there has been some hard thinking on that old choice: Can we afford to? Can we afford not to? The decision will affect the future of the Navy for many years to come.

## Distinguished lines . . .

. . . of the Royal Naval College, Greenwich, and the guided missile destroyer H.M.S. London when on a visit to the Thames.



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## EAGLE JOINS WESTERN FLEET

Having completed her Operational Readiness Inspection, the aircraft carrier H.M.S. Eagle has joined the Western Fleet.

Her call at Gibraltar was not without excitement, personnel assisting the Port Authority firemen to fight a serious outbreak in a merchant ship alongside the Mole. A party from H.M.S. London also helped.

For an evening ashore, 825 officers and men landed at the Rock, but the weather deteriorated and boat traffic was held up.

They were saved from a cold uncomfortable night, however, being welcomed by naval ships alongside, and by Army and R.A.F. units, accommodation ranging from modern tourist hotels to a military gymnasium.

Though some were more fortunate than others, every sailor was looked after through the organization of H.M.S. Rooke.

The boats resumed next morning, and the week-end of relaxation continued with an Olympiad of deck sports.

H.M.S. Eagle operating in the Mediterranean in early February. The wind was so light that the carrier had to steam fast to collect wind speed over the deck.



## Sign of the times . . .

Wren Christine Bower (below), who comes from Hull, has just joined her first ship, H.M.S. Victory — flagship of the Commander-in-Chief, Naval Home Command, and, possibly, the most famous ship in the world. Christine's main duties are

dealing with correspondence, but she will also conduct parties of visitors around the ship.

Although Wren Bower has, as it were, broken into a man's world, she will not be the first woman to have worked in the ship, for in Nelson's time women were often employed on board — sometimes unofficially!

Photo: P.O. Dave Morris.



# Banking on the end of queues?

A glance at the long-haired youths and dollies in most banks today gives the best possible idea of the startling change which has taken place.

While youth waves its cheque books and boasts "a bank manager in the cupboard," time seems to have stood still on married quarter estates where wives wearily wait once a week for their allotments at the post office, herded in a queue which the average penniless student would scorn.

For years now, senior rates in shore establishments have been able to get their money paid directly into a bank, gaining for themselves and their wives the splendid convenience of cheque-book living.

Although many senior rates

have bank accounts, few (given the option) have had their pay put straight in.

Now the Navy has extended the offer to all ratings on shore and in certain refitting ships. Moreover, there is a possibility that this option may be given to ratings in some other ships holding official banking accounts. A lot of thinking is going on not only to explain the benefits — but also to seek out the best terms which can be offered.

For the truth is that those naval-wife queues at the post office owe their existence to more than one reason.

### A veil . . .

Some women may prefer to work their budgets on a weekly basis, and others, perhaps, have husbands possessing that native cunning capable of drawing a veil over the true extent of their earnings.

There are also the ones who know all about banks and their charges, and who could justifiably say, "We're not daft, y'know."

The Navy, over the years, has evolved its own efficient "banking" system through allotments, giving a rating the equivalent of something like 60 cheques a year — and all for free.

But there is a "wind of change" blowing, and things might well alter in the near future.

That wizard computer at H.M.S. Centurion is champing into pay and record problems, and the transfer of pay into bank accounts could be a natural progression.

More and more naval men and families will take up their cheque

books, and, like telephones and motor cars, will wonder how they ever managed before.

All the same, there may have to be some hard "horse trading" in the process.

An enormous amount of business is involved, suggesting the possibility of driving a bargain

with the banking fraternity, who are always so very coy about the basis for their charges.

Undoubtedly, the amount of cash which an unmarried sailor picks up today is nonsense without the sensible precaution and convenience of a bank account, but one of the difficulties is the ready availability of cheque-cashing while afloat.

Experiments are being worked out now, from which both the Management and the customers will draw some useful lessons.

But as for those allotment day queues — well, wives who want modern civilized living will just have to ask for it. Or work on it!

## R.N. SHIPS IN EXERCISE

The frigate H.M.S. Lowestoft and H.M. Submarine Artemis were among maritime units from Germany, the Netherlands, Norway, Portugal and the U.S.A. taking part — with French ships — in a medium scale NATO exercise "Sunny Seas 71" which began on February 15.

Taking place in the eastern area of the North Atlantic, the purpose was to exercise NATO and national forces and headquarters in their defence tasks in an area of great strategic importance.

H.M.S. Lowestoft is serving with NATO's Standing Naval Force Atlantic.

## Family occasion for Whitby

Pictured below with the family — wife Terri and sons Paul and Simon — on board H.M.S. Whitby is Yeoman Brian Wing.

The frigate's impressive end-of-commission statistics include figures like steamed 82,706 miles in two years — equivalent to three-and-half times round the world — and during this time she fitted in 48 visits (other than Portsmouth), was flagship to four admirals for short spells and carried the Royal Standard of Prince William of Gloucester at Tonga.

She has entertained 11 admirals and an astronaut on board, and accompanied the Queen when embarked in the Royal Yacht at Sydney.

Nearer home, she paid a visit to Whitby. Refit now takes place at Gibraltar.



## P & O cadets at Royal Arthur

H.M.S. Royal Arthur achieved a new "first" when 20 purser officer cadets from the P & O and Cunard steamship companies spent a fortnight undergoing a modified version of the petty officers' course.

The shipping companies have instituted a new method of officer training, and H.M.S. Royal Arthur was chosen to provide the necessary maritime-orientated course on leadership, management and communication.

The cadets did a mountain trek in typical Welsh winter weather, and went over the obstacle course.

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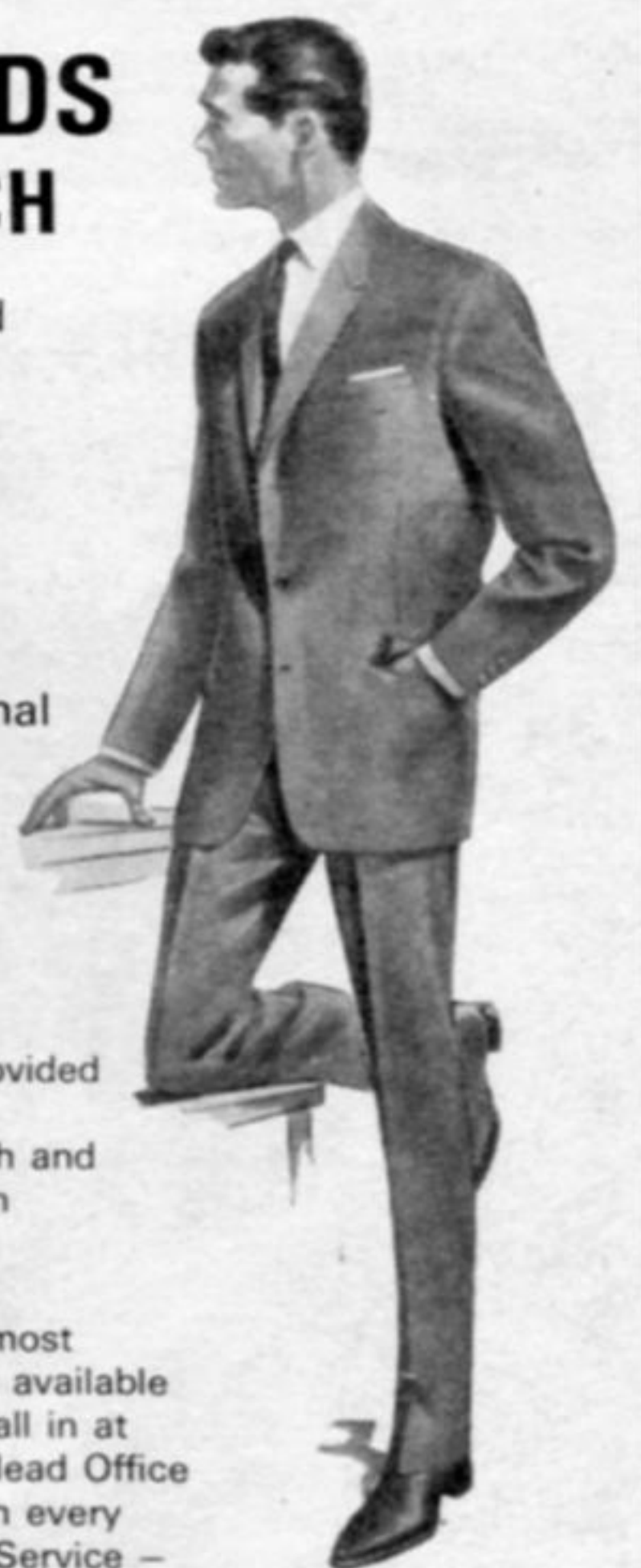
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*There's always something of a mystery about the man with a stethoscope round his neck — the secrets of life and death.*

*Although ratings of the Medical Branch are not doctors, they are known affectionately in the Service as "doc," and have won respect for their standard of knowledge, skill and efficiency.*

## EYE PROBLEM PATIENT IN GOOD HANDS

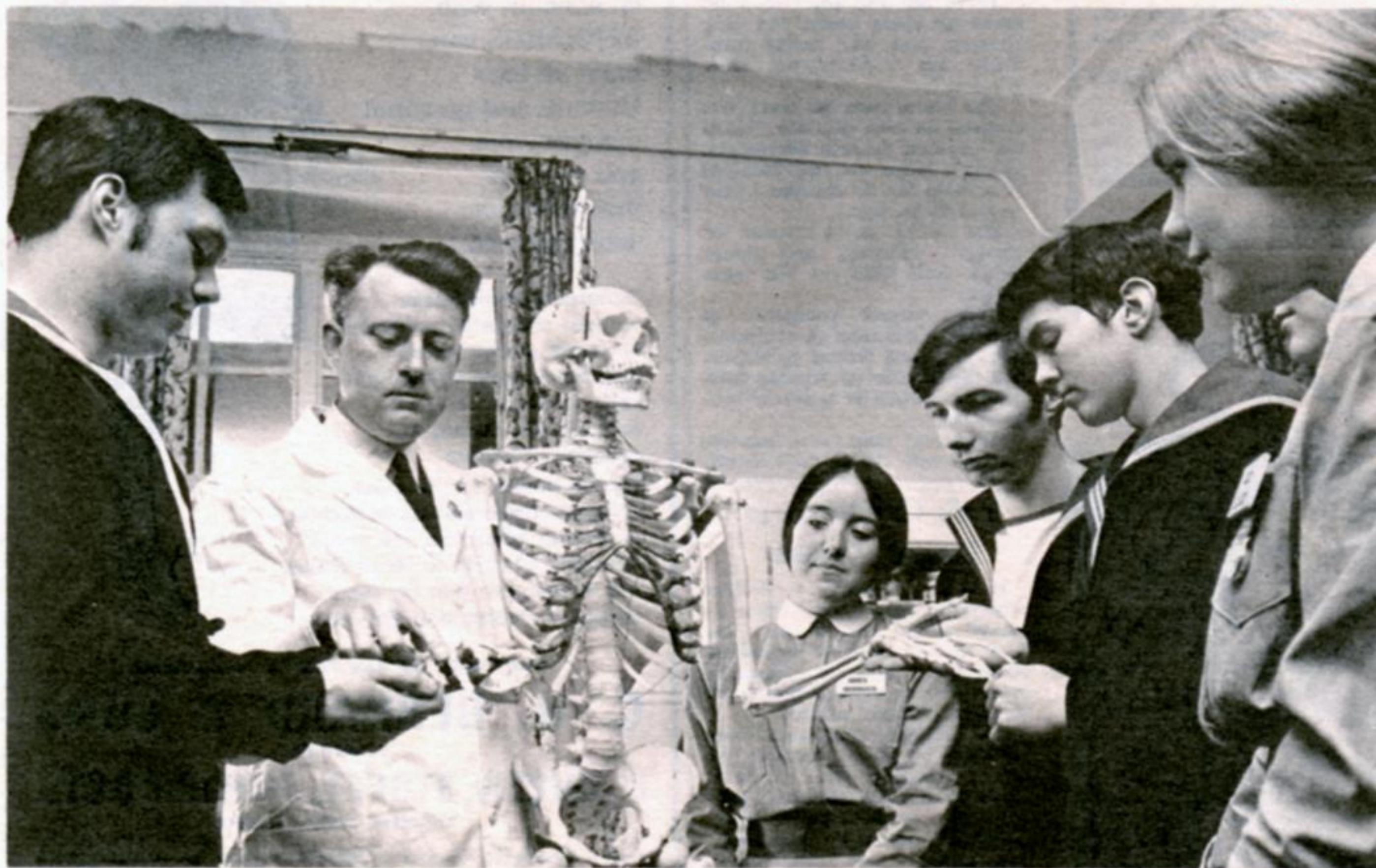
The sailor may not be enjoying his eye problem, but the gentle touch of Staff Nurse Pat Coughlan must have helped a lot while Leading Medical Assistant Liam McNulty set to work.

Duties like this in a hospital Casualty Department provide the kind of practical experience needed to give a medical rating the confidence which helps when he is on his own in a ship's sick bay—perhaps with the nearest doctor a day's steaming away.



Photography:  
PO Dave  
Morris

## One of the skeleton staff...



Under instruction from MT1(N) John Parfoot are first-year naval nurses and medical assistant trainees, who are being shown a model of a skeleton which will be used in their anatomy

lectures.

Boys may be as young as 16, for training which will lead to work on the wards when they are over 17.

# ON

# The Royal Medical

# ACTIVE SER

*(All  
the  
time)*

Young sailors in white overalls, gazing professionally at test tubes, using microscopes and handling an astounding array of electrical aids, are an indication of the vast stride forward taken in the last 20 years by the Royal Navy's Medical Branch.

Progress was given an acceleration five years ago when the branch was restructured.

Joining the Navy "to see the world" remains one of the great attractions of life in a maritime service, and the various specializations have their own particular loyalties, but a particular sense of dedication is always apparent among the "docs."

"I love the Navy," they will say, "and wish they would let us stay till we are 60."

For many of the senior men, that is a measure of their sense of satisfaction in the work of medicine as much as a desire to remain in the uniform which has become part of their life.

### Extra 'reward'

When asked, "What has the Medical Branch meant to you," a Chief replied, "Well it certainly keeps you busy. The Service can get a hold of you, but medical work goes deeper than that."

"Perhaps it is due to working with people, which brings extra reward. It is full of interest, always something more to learn, and tremendously absorbing. I am glad I had the chance."

The vast improvement in the standard of training in the Med-

ical Branch has won respect and status.

The two avenues in the branch are for technicians and medical assistants, the former choice being the more demanding academically, but as in every aspect of the Service, all are encouraged to take advantage of every spark of ability, enabling late-developer progress and transfers.

Adult "mind-stretching" can be much less exacting than people imagine, and no fewer than 60 per cent. of today's technicians studied their way from medical assistant.

Advancement to senior rate is as rapid as in most categories of the Service, with opportunities to become officers.

Life for the "docs" isn't all test tubes. In the sick bays of the Fleet they get their share of world travel, often with the Fleet Air Arm or with special training for Polaris submarines.

They were alongside the Royal



## EQU





# Navy's Branch

# E VICE



Dropping as a trained parachutist with Royal Marines is an idea of the action which can go with service in the Royal Navy's Medical Branch. Leading Medical Assistant Stuart wears a beret on his attachment to 45 Commando Royal Marines, and is seen treating a boy hurt in the Belfast riots.

Stuart, who is 22, is well used to the consequence of riots, for he also served with the Royal Marines in Aden in 1967.



In the grounds of the Royal Naval Hospital, Haslar, between duties are Senior Naval Nurse Judith Tear, Naval Nurses Susan Keaney and Pat Black, Medical Assistant David Arnold and Junior Medical Assistant Ian Fryer.

## ABSORBING CAREER IN VIEW

These highly-professional looking young men (below) are quite new in the Royal Navy, being probationary medical technicians in a bio-chemistry laboratory. They will have four or five GCEs, and undertake a three-year specialization course. Their studies of such things as tissue and blood provide valuable diagnostic aid to

the doctors.

Medical technicians are mainly engaged in major sick bays or hospitals at home and abroad, giving them an absorbing career against the background of the Navy, though not with a lot of sea

time. Their advancement to chief is usually fairly rapid.

Facilities also exist in the naval bio-chemistry laboratories for medical officers to carry out research projects to attain higher qualifications.

The young men in the picture are David MacGregor, David Reardon and Michael Sykes.

## IPMENT IS 'TOPS'



The standard of equipment in naval hospitals — especially in the X-ray departments is as good as anywhere in the country. This is Chief Medical Technician Peter Bartlett demonstrating to probationary Medical Technician Dave Menzies.

On the TV screen, a doctor can see what is happening within a patient's body, and he can also have a video tape so that the picture can be played back for subsequent study.

Marine Commandos during the tour of duty in Northern Ireland, and indeed the Medical Branch can be said to be always On Active Service.

In peace or war they ply their skills, the shoreside duties often bringing a new world of work and interest.

Naval hospitals tend National Health patients, as well as Service personnel and their families, giving extra experience for the Medical Branch both among people and among the fascinating development of modern equipment.

At pension age, a second career presents no problems for men whose qualifications are all civilian, and whose training and experience are recognized as the equal of any.

Physiotherapist, radiographer, State Registered Nurse, Registered Mental Nurse, Health Inspector or Laboratory technician — these are some of the specializations.

## How much sea time ?

For the young "doc" who goes afloat, gets some of the world travel out of his system, and then takes unto himself a wife, there should be rather less separation than in most naval categories.

This is especially so among the senior rates — and advancement is fairly rapid.

The "doc" may well marry "into the profession," the romance losses being pretty high where they work alongside the naval nurses.

Who can blame them? Everybody knows that nurses make wonderful wives — accustomed to hard work, unflappable, and well able to "stand on their own feet."





## NEW ON THE BOOKSHELF

Russia has had a new Higher Nautical School since August, 1968, but an acknowledged expert on Soviet maritime affairs can only guess where it is situated.

This fact, so insignificant of itself, demonstrates the immense advantage defensively of a political system which can wall itself behind a ruthlessness as effective as that line of concrete in Berlin.

The expert is German Siegfried Breyer, whose 1964 *Guide to the Soviet Navy* has now been translated, expanded, and brought up to date. Another of the United States Naval Institute books made available in this country through Patrick Stephens Ltd., it is priced at £4.75.

### Innovation

However much Moscow enforces its secrecy, its fighting ships have to show themselves, and to the student of the past, painstakingly collecting and assessing all he can of the present, a useful picture can be built

# Profile of a 'secret' fleet

## ITS STRENGTH AND AIMS

up both of strength and aims of the Russian fleet.

### The pattern

On all sides it is acknowledged that the Russians have gone far beyond copying and adapting, having achieved in remarkable time a maritime strength full of innovation. The striking outside sign is the creation of an individuality in appearance.

The author names every ship type the Soviet Navy is known to possess, describes them, and discusses their development. Profiles are claimed as probably the most complete record that anyone outside the Soviet Union could construct.

"Up to now," says Breyer, "the most interesting, and perhaps the most important of the ships built by the Soviet Union are the Moskva class anti-submarine cruiser.

"She has, of course, some ability to conduct amphibious warfare, but that asset is not, apparently, as important as her anti-submarine and anti-air missions, for both of which she is well armed.

"Plainly, the Moskva and her sister set the pattern for the cruisers of the future.

"If Soviet officers succeed in combining VTOL aircraft with their Moskva cruisers — and the Soviet Union appears to be more interested and further advanced than is the

United States in that type of aircraft — they will have brought the cycle of cruiser development back to its starting point.

"As did the cruisers of the past, these ships will serve all purposes, will be able to conduct wartime missions independently, and, just as the classic cruiser feared no ship inferior to a battleship, will have no cause to fear any ship inferior to an attack aircraft carrier."

### Strategy

The author, in discussing strategy, suggests that the aim of the present-day Red Fleet is to reduce the offensive power of the Western Allies by forcing them to commit far greater forces to the defence of the sea lanes than the Soviet Union commits to their attack.

Whatever views are held on the author's conclusions, he has unquestionably assembled a collection of fact valuable to any student of naval affairs.

The translator is Lieut.-Cdr. M. W. Henley, D.S.C. R.N. (ret).

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## 'SWEEPERS AND SUBS. IN SCOTLAND

Eleven coastal minesweepers of the 1st, 3rd and 4th M.C.M. Squadrons, accompanied by the support ship H.M.S. Abdiel, spent a February week-end at Faslane. A full sporting and social programme was provided by H.M.S. Neptune, hosts for the visit.

Later the sweepers from Rosyth sailed to a NATO exercise off the Clyde and West of Scotland.

In the picture the Abdiel and 'sweepers are seen with H.M. Submarines Churchill and Otter.

### REPULSE CHEQUE

When the Lord Provost of Glasgow (Sir Donald Liddle) toured the Clyde Submarine Base on January 13, CPO Coxswain Crowe handed over to him a cheque for the Ibrox Disaster Fund from the crew of H.M.S. Repulse.



## Royals' APPOINTMENTS top job

Major-General B. I. S. Gourlay is to be Commandant General Royal Marines on November 1 in the rank of lieutenant-general, in succession to General Sir Peter Hellings.

During the last war, with 43 Commando, he operated with Marshal Tito's partisans in Yugoslavia and with the 8th Army in Italy in Commanchio. He was awarded the M.C. for gallantry during the attack on Serande and the seizure of the island of Solta.

He has commanded the 3rd Commando Brigade in Malaysia and in 1968 took over command of Headquarters Training Group, Royal Marines.

An accomplished sportsman, he has represented the Navy at hockey, cricket and squash.

Rear-Admiral I. Easton is to

be Flag Officer Admiralty Interview Board in July in succession to Rear-Admiral C. C. Anderson.

Capt. A. J. Miller, who has been Director of the Navy's Public Relations Department since last October, is to be promoted rear-admiral from January 7, 1972.

He had previously been appointed to command H.M.S. Bristol later this year on relief by Capt. Ray Lygo as DPR(N). Because of his impending promotion it has now been decided that Capt. Miller will continue in the post until his first appointment as a rear-admiral at the beginning of next year.

### MAJOR EXERCISE

Capt. Lygo, at present commanding H.M.S. Ark Royal, will go on to command the Royal Navy team which during the next year or so will be touring the country with the "Know Your Navy" exhibition.

The Admiralty Board have stipulated that the senior officer responsible for these presentations should come direct from command at sea and as the commanding officer of the Ark Royal, Capt. Lygo has been specially chosen for this major exercise in public relations.

Other appointments recently announced include:

Capt. O. N. A. Cecil, As Senior British Naval Officer South Africa and BNA Capetown and Afrikaner in command, June 1 (to serve as commodore).

Lieut.-Cdr. P. M. Goddard, Cavalier in command, July 13.

Lieut.-Cdr. B. I. D. Stranack, Malabar in command, March 19.

Lieut.-Cdr. F. D. Lowe, Revenge Port Crew October 4 and in command.

Lieut.-Cdr. M. E. Ortmans, Revenge Starboard crew June 28 and in command.

Lieut.-Cdr. P. L. Bryan, Sealion in command, February 3 (Appointment to Ocelot in command cancelled).

Lieut. J. P. Cardale, Osprey for Scimitar June 21 and in command.

Lieut. R. C. Prendergast, Arlingham for passage April 21 and in command.

Lieut. R. C. Swales, Upton May 17 and in command.

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### In memoriam

Allan J. Day, AB, P.075302, H.M.S. Vidal, December 8.

John R. McGregor, M(E) 1, D.082193, H.M.S. Beaufort, December 21.

Manmohan S. Vilku, A/LREM(A), L.100810, H.M.S. Seahawk, January 15.

Douglas R. Coudley, REM(A) 1, L.089786, H.M.S. Fulmar, January 19.

Robert J. Harding, POAM(AE), L.072705, H.M.S. Juno, January 21.

Lieut.-Cdr. Robin C. Meyrick, February 3.

Allen D. Clarke, AB, P.090129, H.M.S. Dryad, February 8.

Lieut. Michael B. J. Thurstan, February 9.

Peter J. Conno, CL, D.113330, H.M.S. Collingwood, February 11.

Lieut.-Cdr. George P. Haysom, February 14.



## Far East return: Change of plan

Many wives who thought they would have to be back from the Far East by the autumn will now be able to stay on until the end of the withdrawal period, and return home at the same time as their husbands.

Of the 2,000 families involved, something like 700 might have been repatriated ahead of the men, and the Navy made careful plans to ensure that the operation was as painless as possible.

Although a survey established that so far only a small percentage of separated families might require Service help with accommodation problems, the Commander-in-Chief Naval Home Command (Admiral Sir Horace Law) set up a special organization at his offices in Portsmouth.

Now that the family return time has been extended, it seems likely that the great majority of cases will be handled in the normal process of Service travel.

With all the influx this year from the Far East, families may wonder about the married quarter position.

Fortunately, 700 new quarters should become available at Rowner alone, apart from the completion of new quarters at other naval centres.

It should be possible to cope with the situation without increasing waiting time on the MQ lists.

Capt. Denis Sherwood discusses plans with the OPFAM team—Lieut.-Cdr. Peter Harris and CPO Maurice Fullerton.

# REM s' TRAINING SPEED-UP

Trials already run on a new radio electrical mechanics' course at H.M.S. Collingwood show that because the course is virtually "tailor-made" to suit individual needs, training time for REMs can be reduced by more than half.

The course, with a completely different concept in training, was inaugurated in the Radio School at H.M.S. Collingwood, the Navy's Weapon and Electrical Engineering School, on February 8.

## REDUCES TIME

Known as "Free running training for radio electrical mechanics," the course uses an objective approach which, coupled with programmed instruction, greatly reduces the average training time for the trainee.

It is designed to fit the mechanic for his future job at sea and contains programmed instruction sections or modules on electronics, workshop skills, and the setting-up and repair of radar and communication equipment.

## Quicker to sea

Mechanics, who can be of any age between 16½ and 33, start the course in groups of three twice a week, and from then on can progress through the modules at a speed determined by their ability.

From the trials which show that training time can be reduced by more than half, it follows that it is possible to send the men concerned to sea earlier than with the old system. At the same time it is confidently expected that they will be more efficient in their job.

One of the difficulties of running this modular type of training, which can be taken in many sequences, is in keeping track of the trainees through the course.

Since there are about 100 REMs on course at any one time, the Collingwood Training Computer is used to keep records and tell each trainee which module of the course he can go to next. This is determined largely by which equipment is available.

## Trainee's tests

At the end of each section of programmed instruction there is a test which must be passed by the trainee—the computer keeps a record of the results and pinpoints any weaknesses.

For each section there is an instructor who is available to



help mechanics in difficulty with the learning "programs" or with the tests.

A number of benefits in addition to reduced training time are expected as a result of the course, which has taken nearly two years to design.

The mechanic's motivation is improved as he is taught at a pace consistent with ability; the instructor can concentrate on resolving individual trainee's problems; and ships at sea benefit because the mechanic is trained more objectively to do his job.

This attractive - and somewhat light-hearted - document, designed by the training design team who devised the new REMs course, was displayed at the inauguration ceremony. On the left is Cdr. L. B. Groves, who handed over the "official documents," and with him is Inst.-Cdr. I. F. Chrisp, Commander of the Radio School, who received the docs.



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Italy in 12 days by Air and Coach	£50
10 days by Rail to Italian Lakes	£40
1 week in Ostend	£27

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# Trio who defied the enemy

Last of the single-seat bi-plane fighters to be produced for the R.A.F. and the Navy, the Gloster Gladiator was, perhaps, the ultimate in perfection of a bi-plane fighter of the First World War and inter-war years.

During the early 1930s the R.A.F. were equipped with Bristol Bulldogs, Hawker Demons and the Hawker Fury, while the Fleet Air Arm were equipped with the Fairey Flycatcher and the naval version of the Fury, the Hawker Nimrod. As a replacement for the R.A.F. fighters the Gloster Gauntlet was produced.

The original specification insisted on the use of the steam-cooled Rolls Royce Goshawk engine and that the machine gun breech assemblies should be within reach of the pilot.

These requirements proved a considerable stumbling block to most designers and much time was lost before it was proved that this particular engine was

## 'FAITH, HOPE AND CHARITY'

totally unsuitable for fighter aircraft and that greater fire power would result if two of the four machine guns were fitted outside the arc of the propeller.

### DEFENCE GAP

By the time the Gauntlet entered service, war clouds were looming over the horizon. The Hurricane and Spitfire mono-planes were still very much on the drawing board and it became evident that there would be a gap in our defences until these aircraft were produced.

To bridge this gap, it was decided that a much modified and improved Gauntlet might fill the bill. So the Gladiator was born.

It was fitted with the 700 h.p. Bristol Mercury engine, had redesigned wings, a sliding hood,

and an improved undercarriage. With landing flaps on the upper and lower wings, giving a landing speed of 48 m.p.h. and an armament of two Vickers and two Lewis guns, the Gladiator promised to be a considerable improvement on the Gauntlet.

This proved so when on its first flight in September, 1934, it achieved a top speed of 242 m.p.h. at 11,500 feet. In the following year, the more powerful 840 h.p. Mercury IX engine was fitted, the Lewis guns were replaced by Vickers guns and on July 1 the name Gladiator was officially announced.

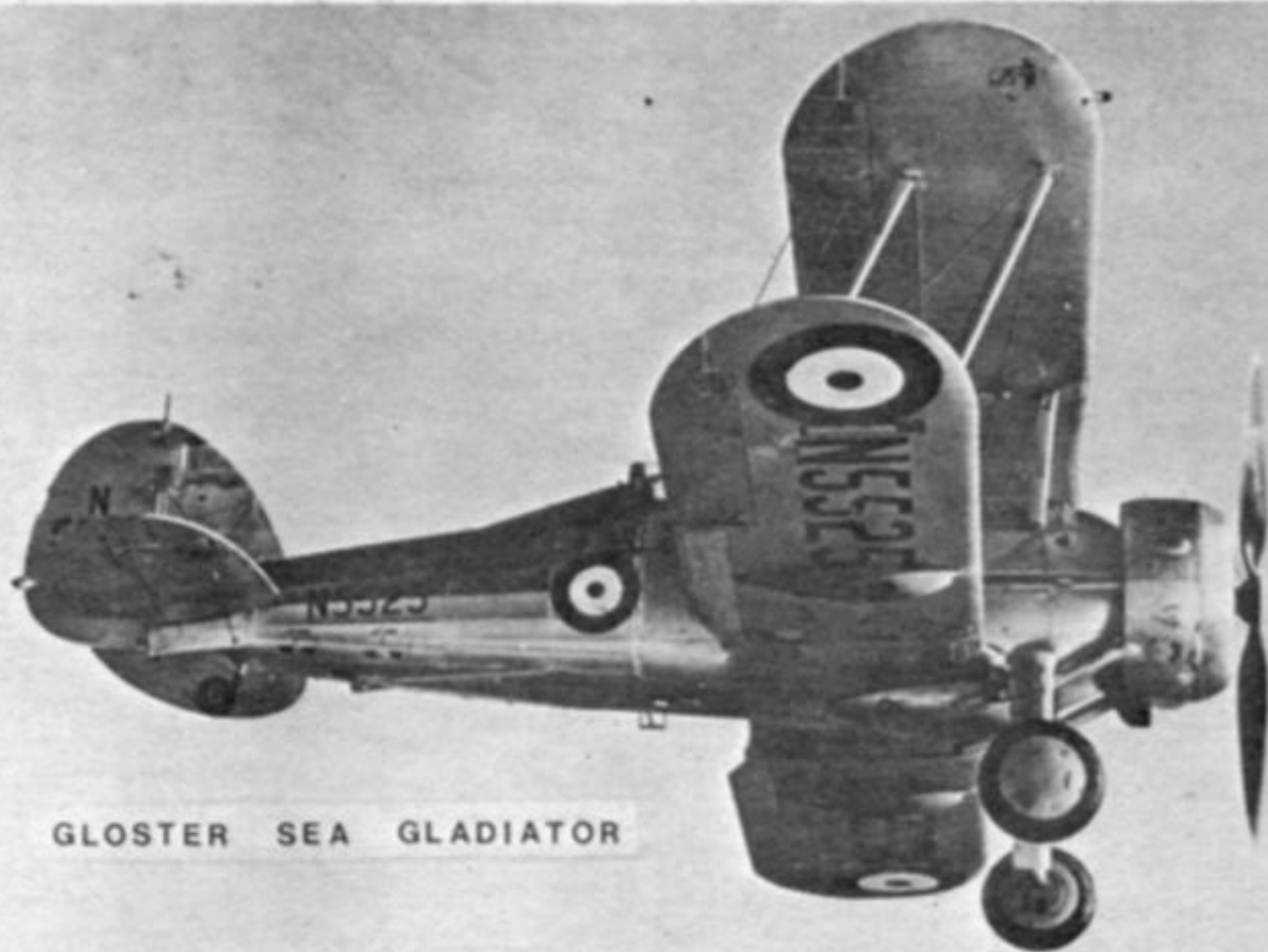
### PROVED POPULAR

Surprisingly, the Gladiator proved difficult to fly at first, and its rather abrupt stall on the approach to land accounted for many broken wing tips. Its relatively easily attained flat spin was also disconcerting. In spite of these faults, the Gladiator was well praised for its manoeuvrability and was popular with pilots.

Thirty-eight Gladiators were converted to Sea Gladiators by installing catapult points, a deck hook and an inflatable dinghy under the fuselage. A further 60 Sea Gladiators were specially built for the Fleet Air Arm and the first deliveries were made to R.N. air station Donibristle in February, 1939, and soon replaced the Fleet Air Arm's Hawker Nimrods.

### HEROIC

When war came, Fleet Air Arm fighters consisted of Gladiators and Skuas, both types being slower than some of the German bombers and no match for their fighters. However, Gladiators were soon in action in the North Sea and Mediterranean, providing fighter defence from the carriers Glorious,



GLOSTER SEA GLADIATOR

At one period in 1940 a trio of these bi-planes comprised the sole air defence of Malta.

Courageous, Illustrious and Eagle.

Gladiators also operated from numerous shore bases at home, in the Mediterranean and Middle East. They will be remembered best for their heroic performance when 263 Squadron operated their Gladiators from a frozen lake in Norway where they had been landed from H.M.S. Glorious.

While operating from Bardufoss they completed 54 sorties on the first day and accounted for a He 111 and a Do 17. During the next few days three Ju 88s and a Do 17 were shot down

without loss to themselves. On June 2 Pilot Officer Jacobsen attacked a large formation of enemy bombers and shot down three He 111s, which were later confirmed, and on the same flight he attacked three other bombers which may well have been lost.

### PRESERVED

On the withdrawal of our forces from Norway 263 Squadron were embarked in Glorious. The following day the carrier was sunk by the Scharnhorst and Gneisenau and almost the entire ship's company and aircrew lost their lives.

In June, 1940, the Sea Gladiators Faith, Hope and Charity, became the sole air defence for Malta. One of these aircraft is

## ROYAL NAVY'S AIRCRAFT

No. 37

## Technical data

Description: Single-seat carrier-borne fighter.

Manufacturers: Gloster Aircraft Co. Ltd.

Power plant: One 840 h.p. Bristol Mercury VIIIA.

Dimensions: Span, 32ft. 3in. Length, 27ft. 5in. Height, 10ft. 4in.

Weights: Empty, 3,745lb. Loaded, 5,420lb.

Performance: Maximum speed, 245 m.p.h. at 15,000ft. Cruising, 212 m.p.h. at 15,000ft. Range, 425 miles. Endurance, 2½ hours. Service ceiling, 32,000ft.

Armament: Four Browning machine-guns: two mounted in fuselage and two in lower wings.

now preserved in the museum of Valetta, Malta.

Gladiators were largely superseded as a first line fighter by the close of 1940 by the Grumman Martlet, but continued to serve on second line units for several years after.

## Better service to the Navy

A major step on the overall plan to raise Devonport Dockyard's efficiency, so that still further improvements can be made in the service to the Royal Navy, was taken on February 8.

Dockyard management and trade unions signed the yard's first productivity agreement giving 10,500 industrial workers a starting bonus of £3.80 per week.

Chairing the signing ceremony in the board room on the ninth storey of the new central office block was Vice-Admiral J. R. McKaig, Admiral Superintendent / Flag Officer, Plymouth.

### Sub collision

Slight damage was caused to H.M.S. Opportune when the submarine collided underwater with an unknown merchant vessel in the Channel.

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## Marines' drafting change

Following the pattern introduced for the drafting of ratings, small numbers of a ship's Marines detachment will be changed from time to time, so that there will always be a number in the ship who "know their way around."

H.M.S. Phoebe, now undergoing a refit at Chatham, is the last ship to receive a complete detachment — a lieutenant and 20 other ranks.

The frigate's commanding officer, Capt. G. Pritchard, inspected the detachment at Eastney, where a drill display and display of infantry tactics preceded a march past.

H.M.S. Phoebe will visit the West Indies and the Mediterranean during her present commission.

A Royal Navy Sea King helicopter winches up a lifeboatman from the R.N.L.I. Coverack lifeboat for the first time during combined air-sea rescue exercises in January.

The helicopter — from 706 Squadron, R.N. air station Culdrose — was piloted by the squadron's commanding officer, Lieut-Cdr Victor Sirett.





## NAVY NEWS DIARY

### A 'senior citizen' signs off

Possibly the Royal Navy's "senior citizen" at the time of his retirement in February as officer-in-charge of the Service's Careers Office at Wrexham, Lieut. L. D. W. Rees can look back on a career which began on the longest day in 1926 when as a 15-year-old he walked into Devonport Dockyard to join H.M.S. Impregnable.

He became a petty officer in



Lieut. L. D. W. Rees

1937 and chief seven years later.

War-time experiences included service in H.M.S. Penn during Operation Pedestal, the 1942 Malta convoy in which the tanker s.s. Ohio was salvaged. He was a member of the towing party which took the Ohio into Malta.

In 1956 he joined the Newcastle recruiting headquarters and so began 13½ years with the R.N. and R.M. Careers Service, three years at Newcastle being followed by a similar period at Swansea. He was promoted recruiting officer and appointed to the Wrexham office in 1962.



### Famous sub. episode is recalled

An officer who was involved in the famous Second World War operation when the Germans were hoodwinked by "The Man Who Never Was" boarded a submarine again on February 4.

When Capt. W. D. S. Scott left the guided missile destroyer H.M.S. Fife after 20 months in command, he was driven away sitting astride a 40-ft long model submarine.

Before joining the Fife he was Chief of Staff to the Flag Officer Submarines.

But in 1943 he was first lieutenant of the submarine Seraph when the "Man Who Never Was" operation involved allowing a body carrying supposedly vital war plans to fall into the enemy's hands.

### HOLIDAY HIGHLIGHT



### Ark brings happiness to Barry

Highlight of a fortnight's holiday in the West Country for Barry Westwood, who was in a wheel-chair after being crippled in an accident, was the "freedom" of H.M.S. Ark Royal.

The ship's company played a big part in boosting the morale of Barry, whose mother said, "I have never seen him so happy since his accident five years ago."

The holiday came about through the generosity of Devon publicans and the help of Plymouth Friends of the Disabled, headed by Mr. Stan Cullis, a writer in the Dockyard, who read in a newspaper how Barry had been denied a pint in a pub at his Cannock home.

On board the Ark Barry received an album of photographs telling the story of the ship, and in the picture, left, aircraft handlers are seen presenting him with the Ark's "Roof Rats" badge.

# In the swim at Dryad

Here's a sailor (left) with a nice job on his hands. Rescuing the damsel in distress from a watery fate is CEM Mike Leonard...

although when you take a second look the young lady doesn't seem too distressed and the matelot's spirits haven't been exactly dampened either.

Which is as it should be, for it was all part of the act when an informal ceremony took place at H.M.S. Dryad to mark the reopening of the swimming pool, which is now heated and has a roof.

In the happy spirit of the occasion Wren Sheila Lewis was unceremoniously thrown into the pool and, with an attractive girl like that needing attention, how

could any sailor not follow her in pretty smartly?

The pool was built in 1967 for open-air bathing, and its construction and subsequent development work were financed from various non-public funds, the final balance of £4,000 being a grant from the Sailors' Fund — set up as compensation for loss of the tot.

The informal reopening ceremony following the addition of heating and roof was carried out by the captain of H.M.S. Dryad, Capt. A. G. Watson, and a number of Wrens took to the water to help the "initiation."

Then came a relay race between two Dryad teams.

Photo: Jan Cottle.



### Pic. of the Photos.

Now here's a fine body of men, specially posed for Navy News. They are the Navy's professionals — the Fleet Photographic team from Portsmouth who help to bring the news-in-pictures to the Service's newspaper. Left to right: Tom Webster, Cris Bealand, Bill Timkey, Jock Hyden and Jan Cottle; lying in nonch, Mick Kordowski.

As a final gentle gibe which will be well recognized among the Navy's 'photos, they added the leg-pull "Photo by PO D. Morris."

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### APPOINTED CHAIRMAN

Shipmate Don Crabtree, president of Doncaster branch, has succeeded the late Eric Knight as chairman of the Royal Naval Association.

Shipmate Crabtree, who is also president of No. 11 Area, has represented the Area on the National Council for about seven years.

"We wish him a very happy and successful commission," says "Enceem."

It is hoped that the name of a successor to the late Admiral Sir David Luce, president of the R.N.A., will be announced in the next issue of Navy News.

The Royal Naval Association's "news corner" looks a little different from usual this month for two reasons.

First, the postal strike, not surprisingly, temporarily deprived us of your news from the branches. We hope that branch secretaries and Press officers will soon be able to write to us with redoubled vigour to tell us of all the good news we missed during their enforced "lay off".

Second — and more happily — we introduce this month a new idea which should have a more permanent effect on the page. "Enceem" is the name under which a

## STRIKE STRUCK? — NOT 'ENCEEM'

new correspondent to Navy News will be contributing up-to-the-minute news from John Cunningham House.

Whenever possible, he will be giving us the latest "griff" from R.N.A. headquarters for each issue of Navy News — and here's his first contribution

# A launching on the green

The Royal Naval Association has formed a bowls club, and, in the belief that this is the sort of game in which the traditional spirited comradeship of R.N.A. can well prosper, this new venture could be the fore-runner of future bowls competitions within the association.

There is no reason why the R.N.A. should not be able to enjoy the game of bowls in competition with other clubs and organizations.

All members of the R.N.A. (and that includes serving members) will be eligible to join the new club which has been affiliated to the E.B.A. and the Middlesex Bowling Association. The "home" green for the time being, will be that of the Royal Hospital, Chelsea.

This initial arrangement may

seem to favour members in the London area, but the R.N.A.'s venture into bowls has to start somewhere and its promoters are anxious to give anybody interested the chance to play.

They would also be glad to teach any newcomers to the game who would like to join the club.

There will be further information from headquarters.

The annual draw will be made at the Fairfield Halls, Croydon

on Saturday, September 25, during the Annual Conference lunch interval.

Besides the first prize of £350, there will be 19 minor prizes.

Tickets, at 5p each, will be in books of 10, but, due to increased costs, the promoters are asking that 30p should be sent to headquarters for each book of tickets sold, with 20p being retained by the branch.

Tickets will be distributed during April.

## True blue bloods!

The men of H.M.S. Sheraton, in Hong Kong, are obviously a full-blooded lot — and generous with it!

Besides quarterly blood-donating sessions, the Sheraton has also responded to four recent emergency calls from the Hong Kong Red Cross with almost twice as much blood as was required.

For a time, the Sheraton laid claim to being the smallest ship in the Navy to have Army cooks borne on her books — and it was all because of the Chinese New Year!

While the Chinese personnel were on leave, two cooks, Cpl. E. A. Haigh and Pte. T. Wallis, of the Army Catering Corps, were transferred from the 14/20th Hussars based at Sek Kong in the New Territories.

The ship's company had struck up a strong friendship with the 14/20th's B Squadron, and several exchange visits and tours were arranged.

Sheratons admired the nerves of the Hussars since the day when AB(CD2) "Dhobey" Lines managed to drive a Ferret armoured car at 63 m.p.h. in reverse while under instruction from a particularly brave corporal!

### PTI award



A Navy cricketer and command soccer player, CPO S. Craven (H.M.S. Raleigh) was presented with the Herbert Lott award for coming top in a staff PTI course at the R.N. School of Physical Training. The presentation was made by Capt. J. F. R. Weir, commanding officer of H.M.S. Raleigh.

A memento from the times before D-Day. This gong was made from a gun barrel tampion of the first world war battleship H.M.S. King George V.

## College gets 'ship's gong'



When the First World War battleship H.M.S. King George V was broken up in 1927, two 13.5-inch gun barrel tampions were made into gongs. One was presented to King George V and the other to Admiral of the Fleet Sir Frederick Field who, as Captain, commanded the ship at the battle of Jutland.

### REUNITING

Following its successful reunion in London last October, the Association of Wrens is holding a northern area reunion at Harrogate on Saturday, May 15.

While all Wrens or ex-Wrens are invited to an afternoon reception, and, with families and friends, to an evening wine and cheese party, a particular invitation is extended to those who served in H.M.S. Demetrius or H.M.S. Ceres.

Details from Mrs. J. Wilcock, 49, West End Avenue, Harrogate.

For the first time a dance to help the funds of the La Combattante Association in Great Britain is to be held at Portchester Community Centre on March 12.

The organizer is Mrs. Vera Luckup, of 204, Huntspond Road, Titchfield, Fareham, Hampshire.

The Free French destroyer was torpedoed while patrolling in the Humber region in February, 1945.

Mr. Eleanor Leslie, step-daughter of the late Admiral, has presented her gong to Britannia Royal Naval College.

The college has become affiliated to a local gliding club and there are about 20 prospective members of the Royal Naval Gliding Association. The club is at Brentor, and is run by the Royal Naval Engineering College, Manadon.

One of the spare-time courses run at the college is car maintenance. Pupils include staff officers, officers under training and civilians at the college.

The time to start worrying about money is not after it's gone.



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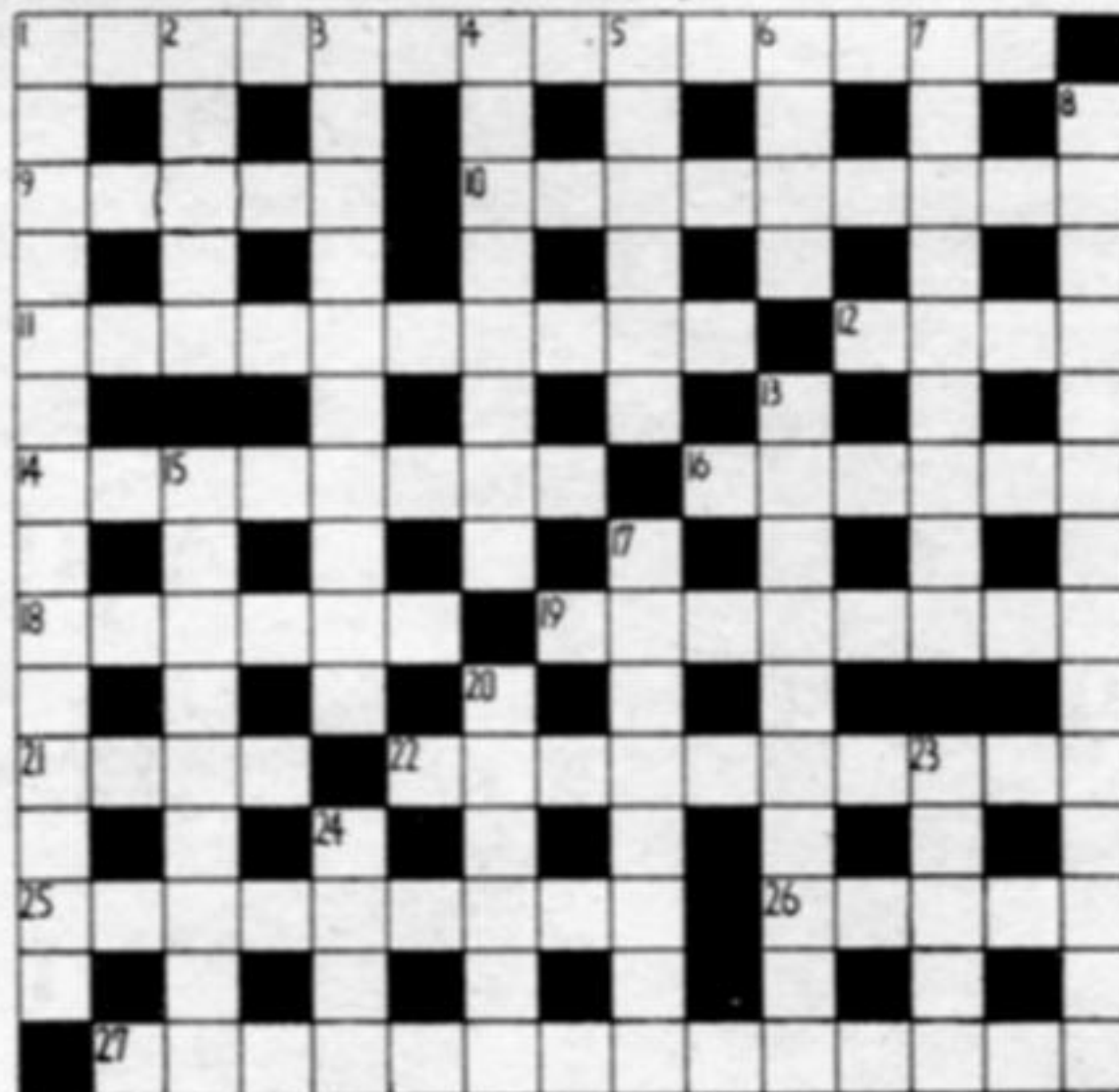
RANK

ADDRESS

L1

## GUNS-OR-CASH X-WORD

Below is the latest in the present series of Navy News crosswords. Entries close on March 25 and should be addressed to Crossword No. 25, Navy News, Royal Naval Barracks, Portsmouth. Senders of the first two correct solutions opened on that date will each be the winner of a model of a 24-pounder naval gun, which retails at about £7 10s. (Alternatively, they can if they wish have £5 each instead of the gun model.)



Name .....

Address .....

### SOLUTION 24

Across: 1, Cramped; 5, Request; 9, Meter; 10, Committee; 11, Arcs; 12, Cedar; 13, Snob; 16, Yield; 18, Sterilize; 20, Detergent; 23, Crest; 25, Axis; 26, Staff; 27, Acme; 31, Gratitude; 32, Apart; 33, Trestle; 34, Ashamed.

Down: 1, Company; 2, Attic; 3, Purr; 4, Duchess; 5, Rampage; 6, Quit; 7, Extensive; 8, Tremble; 14, Adorn; 15, Niece; 17, Extricate; 19, Tan; 20, Draught; 21, Enthuse; 22, Taffeta; 24, Treated; 28, Claim; 29, Mist; 30, Rash.

### ACROSS

1. Alice went through one of these (7-7).
9. It follows a long day (5).
10. Group partnership mainly nasty C.I.D.! (9).
11. Hands over that foreign criminal (10).
12. Needle tree? (4).
14. Overshadows but finds a remedy finally (8).
16. Treatment the rapier needs? (6).
18. Simple Simon's acquaintance (6).
19. Almost sounds like confusion in London, S.W.1. (4, 4).
21. Goes to rack and ruin (4).
22. Relating to Gert in pain! (10).
25. Quality of being great? (9).
26. Inspirations in paid ease (5).
27. Conceivers of clothes for women? (5, 9).

### DOWN

1. They're on the way up in the Army (5, 9).
2. Nothing you should have, slangily speaking (5).
3. If it's this, it's done within walls (5-5).
4. Light musical instruments from Scotland? (3-5).
5. Hang about — like the melody! (6).
6. Nips back (4).
7. Get rid of this (9).
8. Remote weather-ologists? (14).
13. Holding-forth, in rhetoric? (10).
15. One who sought refuge supplied by Sir J. Anderson? (9).
17. They should know their drill (8).
20. Put in a good word (6).
23. Girl partly in Erin (5).
24. Winding parts of piano? (4).

Winners of Crossword No. 24 were Mr. N. W. Haysom, of Portsmouth, and LRO(G) Halligan, of H.M.S. Mercury.



# Navy saves crippled 'giant'

"There was more room than alongside North Wall Portsmouth," said Capt. G. A. F. Bower, commanding officer of H.M.S. Ashanti, after he had manoeuvred his ship alongside the 96,000-ton Finnish tanker Pegny which had broken down and was drifting, helpless, in the Persian Gulf after two of her three generators had burnt out.

The third generator was serviceable but, being driven by steam, could not be started without the ship having power of her own.

Initially, an advance party was flown to the tanker in Ashanti's Wasp helicopter and winched down. On a second sortie the pilot decided there was ample space to land on the tanker's vast deck.

## JUST IN TIME

In spite of a strong wind the sea was calm, and the Ashanti was able to go alongside. For about four-and-a-half hours the frigate's party worked to restore power to the disabled giant.

It was an anxious time as the two ships were drifting out of deep water to an area where Pegny, drawing 48 feet, would almost certainly have grounded.

When power was restored there was barely a mile to go.

Expressing thanks for the Ashanti's work, the tanker's Master said the frigate's efforts had certainly saved the ship.



For four-and-a-half anxious hours, with the Ashanti alongside, a party worked aboard the huge disabled Finnish tanker Pegny to restore power before she drifted out of deep water.

## 'MIRROR' OF TOP BRASS!

There was a moment for reflection when the Captain of H.M.S. Collingwood (Capt. G. W. Bridle) unveiled a plaque on January 13.

As the "curtains" parted, Collingwood suddenly "saw double" — and the satisfaction over the official opening of the Officers' Training Centre there was mirrored by a plaque which also reflected the naval tradition for brightly polished brass.

The centre co-ordinates the professional and managerial training of weapons electrical engineer officers.

With the introduction of the four school structure (radio engineering, control engineering, ordnance electrical and common training), all officers' career courses are administered by the Common Training School whose commander is Cdr. S. Hallett (right in the picture below).

## FAMILY...

## ...CIRCLE



Capt. G. W. Bridle unveils the plaque to mark the official opening of the Officers' Training Centre at H.M.S. Collingwood — and is "mirrored" on the wall.

Judging from Russ Whalley's picture, the visit to H.M. Submarine Walrus of six youngsters and eight nurses from Great Ormond Street Hospital for Children turned out to be something of a "circular tour."



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## Walrus with her 'adopted' children—smashing!

Being ill can be fun if it means being entertained in a submarine. This was the feeling of the six children who, with eight nurses, visited H.M.S. Walrus in Chatham.

It was, of course, lucky they happened to be patients in the Annie Zunz ward of Great Ormond Street Hospital for Children, for Walrus "adopted" the ward in 1969.

### "IDEAL CHOICE"

The story really began five years ago when the young son of Coxswain Alan Hayden was seriously injured and was treated by doctors from Great Ormond Street. Richard is eight now and completely well.

"When we were discussing the idea of adopting a hospital ward, my mind naturally went back to this, and everyone agreed it would be an ideal choice," said Coxswain Hayden, who has served in the Walrus for seven years.

### WARD'S FIRST VISIT

Since 1969 the ship's company have bought the ward an electric car set and a radio, and have visited the children many times. The recent return visit, however, was the ward's first to the submarine, for she is usually too far from London for the children to travel.

At the end of the visit one little boy was asked what he thought of his few hours in a sub. He replied for everyone when he said, "Smashing... just smashing!"



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T & V Johnson Ltd., Associated Insurance Brokers,  
Johnson House, 75/79 Park Street, Camberley, Surrey.

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Address .....

Husband's age now .....

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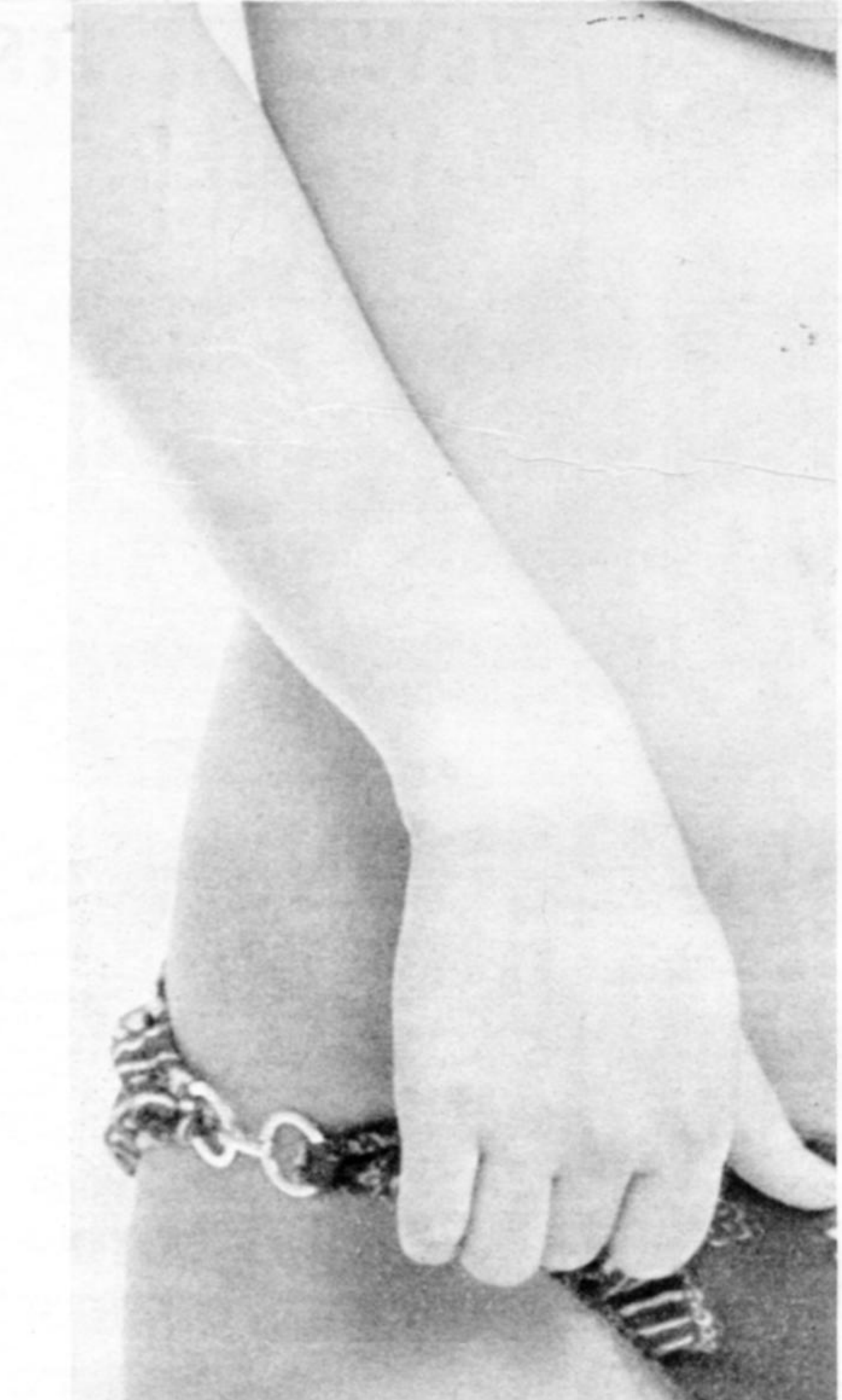
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# NAVY 'RODEO'



One of the young calves carried back to the corals by sailors of the ground party — a much easier catch to handle than the main herd of wild cattle.

## Aurora—the switched on frigate

A "rodeo" made an unusual change for sailors from H.M.S. Aurora and the mine-hunters of the Hong Kong-based "Dragon" squadron.

More than 100 responded to a call for help in recapturing a herd of wild cattle on the Mirs Bay island of Wong Wan Chau.

For more than one seaman, slow progress through dense scrub ended with a nose-to-nose confrontation with one of the herd — estimated by villagers to number 300.

Three hours of skirmishing ended without injury and 60 cattle in the pen.

The Aurora's detachment to the colony will also be remembered for an ambitious project in bringing electric light to the small village of Chik Kang — generator, lighting poles, wiring circuits, and all. More than 1,000 man hours were put in.

Capt. P. W. Greening, commanding officer of the Aurora, accompanied by 15 of the ship's company, performed the official switching on.



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Leading Seaman John Platt and OEM Keith Darton, of H.M.S. Aurora, discuss a point about the generator installed in a Chinese village at Hong Kong. Shifts of sailors also spent long hours wiring individual circuits in the church, school, and two-thirds of the village homes.



Name \_\_\_\_\_

Address \_\_\_\_\_

Date of birth \_\_\_\_\_

(Enquiries from U.K. residents only)

Royal Naval Careers Service (905552),  
Old Admiralty Building, Whitehall, London, S.W.1.  
Please send me, without obligation, the free booklet,  
'A future with the Royal Navy'.

**RN**  
ROYAL NAVY

## NATO ships at Chatham

Ships from five NATO navies — part of the Standing Naval Force Atlantic (STANAVFORLANT) — will spend almost three weeks in Chatham in March.

They are the flagship of the Force, the U.S. destroyer Bigelow, and five frigates — H.M.S. Lowestoft, the Lubeck (West Germany), Isaac Sweers (Netherlands) and Trondheim

and Narvik (Norway).

During their stay from March 5-22, the ships will carry out a maintenance programme, with

help from the Dockyard as required.

Royal Navy ships in Chatham will act as hosts during the visit, and a packed programme of hospitality and entertainment has been arranged for 1,276 members of the ships' companies.

When H.M.S. Sirius, the adopted ship of Portsmouth, returned to the city on February 11 after ten months in the West Indies she received an enthusiastic welcome from relatives and friends — and from the Lord Mayor.

## Home and happy

On the way home from Bermuda the frigate had taken part in exercises with the R.A.F. In April she is to become Devonport-based.

The Sirius family group, left, meeting PO Ernest White, includes Edward (3) and Derek (2) — jolly pleased to see Dad again but a little apprehensive of the camera. Also very happy about the reunion is Mum — Aileen.

Below is another Sirius reunion, with three Wrens — all from the dental world — meeting their boyfriends from the frigate. The couples met on an evening out before the Sirius left Portsmouth last year.

Left to right are Leading Wren Dale Trushell (H.M.S. Collingwood) and AB John Davis; LRO Gordon Hardcastle and Wren Ruth Gladwell (H.M.S. Victory); and LS Robert Snelling and Leading Wren Cindy Lambert (H.M.S. Dolphin).

Photos: PO Dave Morris





## SPORT SPOT

AB David Beaumont (H.M.S. Fife) pedalled 112 miles from Portsmouth to Chatham on February 10 in five hours 41 minutes to chop 1½ hours from the 11-year-old Navy record for the course.

The former record (six hours 55 minutes) was set in 1960 by CPO Roland Carter now also with the Fife.

Although faster times are reputed to have been ridden, none was a record because rules were not observed.

During the Fife's tour last year David was second in an international race in Gibraltar against Commonwealth Games competitors, third in an inter-Services championship in Singapore and fifth in the Tour of Singapore.

He has raced in Capetown and Malta and toured in Morocco, Nigeria, Hong Kong, Hawaii, Japan, America, Panama, Mexico and Puerto Rico.



## Record ride by a Fife 'flier'

Above: Relaxed and happy, AB David Beaumont is greeted by his wife June and one of his two children at Chatham after his 112-mile record-breaking ride from Portsmouth.

Picture: Russ Whalley.

Left: The ride had begun only 5hr. 41min. earlier when David, grim and determined to beat that record, was officially started by Commodore E. W. Ellis, watched by a large crowd at the main gate of R.N. Barracks, Portsmouth.

Picture: Bill Timkey.

## Phil to attack 50-mile record

At Alexandra Park, Portsmouth, on Saturday, April 3, CRS Phil Hampton (BRNC Dartmouth) will attempt to become the world's fastest runner over 50 miles of track.

Several runners are taking part, and Phil is out to beat the existing 50-mile track record of 5hr. 12min. 40sec. established in 1966 at Walton-on-Thames by Alan Phillips, of Reading.

On a wet and windy track at Cardiff last October, Phil, who has had many marathon successes, covered 40 miles in 3hr. 54min. 53sec., the fourth fastest time in the world and only five minutes outside the world record. Second in that race, he became the fastest Englishman over 40 miles.

The 50-mile attempt is being made with the co-operation of Portsmouth Corporation and Portsmouth A.C., and will help raise funds for Lord Mayor's Coronary Care Appeal.

## BILL STEPS ASHORE —40 MINUTES LATE!

"Sorry I'm late," said 61-year-old retired naval officer, Cdr. Bill King, when he stepped from his 42ft. schooner Galway Blazer II at Rottnest near Perth, Western Australia on February 7.

Five months after leaving Plymouth, he had arrived 40 minutes later than expected!

In January, Cdr. King, who left Plymouth last September 12, abandoned his third attempt to sail single-handed non-stop around the world when an injured hand hampered his work in the boat.

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## SPORT..2

Six-win  
Robin on  
a record

In winning the Royal Navy Squash Championship for the sixth time at the Naval and Military Club on February 9, Lieut. Robin Bawtree equalled Capt. Seymour Haydon's record.

During the past six years he has had continuous seagoing appointments but has still held his own with the country's top amateurs, a notable achievement in a rapidly expanding game.

Throughout the tournament he was in a class of his own for stroke play and speed, but Lieut. Burton Toft played well in a clean and spirited final, making Bawtree fight for every point before going down 2-9, 4-9, 3-9.

Among the tournament entry of 44 there was an encouraging number of new players. Lieut. Colin O'Keeffe, who joined the Navy last year, reached the semi-finals at his first attempt, and there was an above average crop of talented players from Manadon, Dartmouth and Raleigh.

The four rating entrants gave a good account of themselves, CPO Eric Adlam winning the Plate.

Prizes were presented by Vice-Admiral J. C. Y. Roxburgh, president of the Royal Naval Squash Racquets Association.

Photo-finish  
battles

To be beaten in the last bout in both C.S.B.A. team matches after a brave effort was a big disappointment to the Navy boxing team.

Facing the formidable Army at Portsmouth, and, nine days later, the R.A.F. at Wyton, was a tough proposition, but to miss the team trophy by one point in each match seemed cruel luck after some gallant performances, writes *Puncher*.

The defeat of newcomers in the lighter weights by more experienced Army opponents was not entirely unexpected, but the Navy, cheered on by a large crowd, made a terrific fight-back to win five successive bouts.

When PO Gordon McAlonan lost to Gnr. Ben Walmsley, the Navy were four bouts down.

## GREAT COME-BACK

International light welterweight AB Peter Voce was loudly applauded, and, although not up to recent form, began the Navy's come-back by outscoring the Army's Southern Counties champion, Cpl. Tommy Baker.

Cpl. Richard Hall, R.M. dropped L/Cpl. Peter Lewis twice with perfectly timed left hooks, and the referee intervened.

## SENSATIONS

Sgt. Geoff. Cutts, a favourite to win for the Army, was sensationally outpointed by the much improved Mne. Billy Gray. Caught by left hooks and straight rights, Cutts was dropped twice.

Returning to the ring after three years, ME Peter Henderson outpointed Pte. P. Cobourne, and Sgt. John Laing, R.M.

aggressively outscored L/Cpl. P. McHue to put the Navy 5-4 up.

More sensations as John McKinty, the 6ft. 4in. Irish and Army heavyweight was overwhelmed by Mech 4 Pat Curtis until half-way through the third round. Sgt. Gill Neil, the Army second, tore the Irishman's boots off during the first interval, but still Pat had him reeling and down for two compulsory counts.

With the crowd standing and cheering, and with only a minute to go, McKinty landed a right to the jaw of the exhausted Curtis — then looked embarrassed as the referee stepped in and raised his arm.

L/Bdr. J. McIntosh won the match for the Army in the deciding bout by stopping Mne. Mick Thatcher in the second.

## ANOTHER DECIDER

Against the R.A.F., the Navy, with adjustments to the team due to minor casualties from the Army match, again lost the early bouts. JS Michael Smith boxed well in losing closely on points, and JS Mick Johnson was not daunted by meeting a near international in Cpl. Billy Moysie.

Mne Dave Cornish lost another hard bout, but McAlonan easily outboxed LAC W. Hutchinson, the ref. stopping the contest in the last round.

Voce again found himself battling during the first round, but, though SAC Tony Meakin stayed close, Peter was experienced enough to get away and

It's a tough battle for Peter Voce as he picks off the oncoming Tommy Baker (Army).



catch him with fast combination punches.

Hall and Gray stopped their opponents in the first rounds to put the Navy 4-3 ahead.

Laing easily outscored the courageous Pilot Officer M. Richards who took everything the fit Marine sergeant threw at him.

## NEW BOY

With Stwd Norman Willox unavailable and ME Peter Henderson out with a nose injury, Mne Graham Hinton stepped in to oppose ABA semi-finalist cruiser-weight SAC Tony Deans. Usually a counter-puncher, Deans found the cagey

Marine an awkward customer and was unable to land his powerful right.

Curtis again entered the ring with the Navy 5-4 ahead, but, taking two swinging rights to the head from the burley SAC Norman Meade, was counted out in the first.

CEM Ian Kane's defeat in the decider against the RAF's third Moyse brother, John, ended the Navy's weeks of hard training and boxing.

There had been some outstanding performances and triumphant moments.

If Steve Cleaver had left the Navy two months later the team would surely have won the C.S.B.A. trophy.

## EAGLE GETS A CUP

It's backs to the wall  
for the soccer lads

With the Inter-Service matches looming large on the horizon there were grim faces around the R.N.F.A. after the Navy's 2-1 defeat at the hands of Civil Service at Portsmouth on February 17.

H.M.S. Eagle has a new soccer trophy — the Globe Challenge Cup — and, as its name suggests, football teams all over the globe will be able to play for it.

But Globe also happens to be the name of a construction company at Felsted, Essex, whose managing director, Mr. W. B. Regan, gave the Eagle its new cup.

Mr. Regan, who has always been a friend of H.M.S. Eagle, was honouring a promise he made to her former captain, Rear-Admiral J. V. Treacher.

And it was Admiral Treacher — returning to his former command as Flag Officer Carriers and Assault Ships to inspect the ship for her operational readiness — who presented the cup to Aircraft Artificer Dev Dixon, the Eagle's team captain.

Although the trophy will remain on board, any team anywhere in the world that challenges the Eagle's soccer men may have the honour of seeing their club's name inscribed on its base — if they win!

SKI 'HAT TRICK' FOR  
COLLEGE

Britannia Royal Naval College skiers have won the Inter-Services Colleges Ski Championship for the third successive year.

This was the 10th year of the competition with the Royal Military Academy Sandhurst and the Royal Air Force College Cranwell, and it wasn't until two years ago that Dartmouth skiers won it for the first time.

The college's officer-in-charge of skiing (and team manager), Lieut.-Cdr. Robin Markes, took most of the skiers to Lermoos in the Tirol overland by Landrover for 10 days' training before the races.

Dartmouth won the giant and special slaloms and the downhill, and it was a great championship for the team captain, Sub.-Lieut. Rowland Raikes.

He won the special slalom tankard, the Combined Services Winter Sports Association's cup for the best individual, the combined individual winner's tankard, and the David Wilkinson Trophy for the best naval skier.

Midshipman "Will" Pedder won the giant slalom tankard.

The Dartmouth 'B' team, comprising less experienced ski-

ers who had never raced before, came fourth overall, defeating the Cranwell 'A' team in the process.

After the competition, the three best naval skiers went to Andermatt, Switzerland, to represent the Royal Navy in the Inter-Services Championships.

## 'Tosh' honoured

Ex-CPO "Tosh" Arnold has been elected to honorary life membership of the Royal Naval Sailing Association for his years of service to the Association.

In January 1948 Tosh was the first rating to join the R.N.S.A. He was also the first rating to be elected to the committee, and during his 22 years' membership he has contributed greatly to active Service sailing in Portsmouth Command — especially in whalers.

It was for whaler racing that he presented the Arnold Trophy. Lately he has been employed in the Sailing Centre at Whale Island.



## Fixtures

## MARCH

2\*—Soccer: R.N. v. Essex, London.  
3-4—Boxing: R.N. Team and Individual Open Championships. RNB Portsmouth.

6—Rugby: R.N. v. Army, Twickenham; R.N. Colts v. Army Under-19's, Twickenham. Hockey: R.N. v. Surbiton, Park Royal.

7—Rugby: R.N. Colts v. Selectors' XV.  
8-9—Badminton: Inter-Service Championships, Portsmouth.

10—Soccer: R.N. v. Army, Portsmouth.

10-11—Ski: Inter-Command Championships, Glenshee.

12—Cross Country: Inter-Service Championships, R.A.F. Halton.

14—Hockey: R.N. v. Acrostics, Surbiton.

17—Hockey: R.N. v. Tulse Hill, Beckenham. Soccer: R.N. v. R.A.F., R.A.F. Halton.

17-18—Boxing: Combined Services Championships, R.A.F. Stannore.

17—Rugby: R.N. v. Bristol, Bristol.

20—Fencing: R.N. v. R.A.F., Portsmouth. Quadrangular Match, N. Ireland. Cross country: R.N. London Universities, H.M.S. Dryad.

24—Hockey: R.N. v. R.A.F., Eastney. Rugby: R.N. v. Newport, Newport.

25-26—Fencing: Naval Air Command Championships, H.M.S. Daedalus.

27—Cross country: Combined Services v. Ecu and BUSF, R.A.F. Halton.

31—Hockey: R.N. v. Army, Aldershot. Table Tennis: Inter-Services Championships, Aldershot.

It was the last home match before the Army visit Portsmouth on March 10, and the Navy did not look as promising as had been hoped, writes *Benbow*.

True, it was a "new look" team, fielded at a stage in the season when the Navy usually has a settled squad ready to improve technique, team spirit and know-how for the remaining all-important matches.

The change in custom was forced by such reasons as injuries, drafting, unavailability through courses, and the fact that some selected players had not measured up to the required standard.

## THREE "SURVIVORS"

Usually the selectors have seven or eight known players from past seasons as the nucleus around which to build the team, but this year only three survive from last season, and the task of blending a good squad has been much harder.

Against Civil Service, new boys Hopley, the goalkeeper, (Ark Royal) and Andrews (R.N. Hospital Plymouth) did not disgrace themselves and should be seen again.

But little was learned from this game in which the Navy were leading 1-0 just before half-time.

There was little joy, either, in Devon on Sunday January 31, when a subdued Navy team left the field after losing 3-0 to the West Devon Sunday League whose score included two Navy own goals.

Against quite a strong team of players from leading Western League clubs, the Navy's performance was a nightmare of which they will not wish to be reminded.

## UNIVERSITY DRAW

Owing to injury and unavailability, the Navy team was not as strong as should have been possible for the match against London University at Victory Stadium on February 3. But they drew 1-1 with a goal from team captain Roy Wilkinson.

The changes enabled selectors to see again new boys Burch (Daedalus) in goal, and Blyth (RMB Eastney), and to field Merriman (Victory) and Huxtable (Collingwood) who, although in the squad, had not been called upon often for the Navy.

This was a game the Navy should have won — if they had taken their chances.

## GREAT SPIRIT

After the Civil Service match, the Navy had only the daunting away fixture with Essex County F.A. in which to complete their preparations for the Inter-Service contests on March 10 and 17.

Despite its disappointments, the Navy team has great spirit and the urge to win. Now it can only be hoped that this abundance of enthusiasm will be rewarded by a better deal from lady luck to help the team fare well against the Army and R.A.F.

That's the real business of the season.

Plymouth command — often the "wooden spoonists" — have won the Inter-Command Soccer cup for the first time in about 20 years. On February 24 they played well to beat Royal Marines 3-1 at Portsmouth in what may well be the last Inter-Command cup final.

In their semi-final on February 8, Plymouth shook Portsmouth Command with a fine 4-0 win. Two days later, Royal Marines beat Naval Air command 2-1.



## SPORT..3

## Tony gets the NATO Trophy

Navy sportsman of the year — this title sets the seal on the eight-year career of England international boxer LS Tony Oxley.

In one action-packed season last year, Tony fought for England, won his A.B.A. title, boxed in the Commonwealth Games, scored two wins in a tour of the U.S.A. — and retired.

Now he has won the NATO Trophy awarded for the most meritorious individual contribution to Navy sport during last season.

Tony, whose home is at Gosport, now concentrates on coaching young Navy boxers.



## Two aspects of cross country

### ◀ THE MISERY...

Here's a picture from H.M.S. Neptune which describes, far better than words, the loneliness of the cross country runner.

You know the feeling. You're covered in mud, your legs don't seem to work and you're still miles from home.

To a few comes the joy of winning. To some comes that familiar "Oh well, what the hell" feeling!

But two of the 34 runners who overcame that leg weariness most successfully in H.M.S. Neptune's cross country were LS Williams and CPO Richards.

The former won the event while the latter received a pot of honey for being the first runner over the age of 40 to cross the finishing line.

CPO Richards, aged 42, came 10th and left many of his younger rivals far behind.

### ... AND THE JOY ▶

Sportsmen at H.M.S. Vernon certainly had something to celebrate when their team won the Portsmouth Area cross country championship. It was the first time they had achieved this feat since 1937.

The senior race was won by Inst.-Lieut. Bob Chapman, of H.M.S. Ganges, with an individual runner, Lieut. Savage (Pembroke) second, but the Vernon team, with 119 points, were 59 points ahead of their nearest rivals, H.M.S. Collingwood.

Vernon undoubtedly had strength in depth. PO Johnny Harmon, who came third, was Navy

steeplechase champion in 1967; CPO George Morralee (sixth), steeplechase champion 1961-66; Lieut. Mike Harwood (13th) has represented the Navy in the half-mile, and PO Ted Setchell (25th) won the Inter-Services marathon in 1965.

Vernon also celebrated 17-year-old JS Timothy Warren's victory in the junior race as one of the rare occasions when the winner did not come from one of the main training establishments.

Warren is pictured, right, on his way to victory.

Ganges "A" won the junior team award.



# Cup for swim success

The Royal Navy swimmers, holders of the Inter-Services title, have won the R.N. and R.M. Sports Control Board Cup awarded annually to the team making the greatest contribution to Navy sport during the previous season.

The Navy dominated the Inter-Services swim championships at H.M.S. Caledonia last October, winning the title for the second successive year and only the third time since the war. Twelve Navy swimmers represented the Combined Services against the Scottish A.S.A.

The award citation describes this as "the result of continued dedicated training and the sacrifice of the team's spare time and week-ends over a protracted

period."

The trophy will be presented at the Inter-Command Championships at Victoria Park Baths, Portsmouth, on July 23.

Last season Navy swimmers scored victories over Oxfordshire, Northsea S.C., Civil Service A.S.A., Norwich Swan, Colchester, Cambridge Granta and Portobello swimming clubs, and reached the freestyle relay final at the A.S.A. National Championships at Blackpool.

This season the water polo players have already won two matches in London — against

Metropolitan Police (5-2 on January 26) and Greater London Council (5-4 on February 5).

March is a busy month with five swimming, diving or water polo courses at the R.N. School of P.T., and six swimming and water polo fixtures.

Aiming at a hat-trick of Inter-Services wins, Navy swim coach CPO Ken Ogden urges good support for these courses, details of which he can supply from the Royal Navy Sports Office, Royal Naval School of P.T., Flathouse Road, Portsmouth, PO1 4BA.

## SPORTS SHORTS

### Swim course

A course for the A.S.A. Teachers' Certificate is to be held at the R.N. School of P.T. each Tuesday evening for 12 weeks from May 11 to July 27. Details from POPTI D. Castle, R.N. School of Physical Training, Flathouse Road, Portsmouth.

## PETER OVER IN THIRD

LAM Peter Gabbett, silver medallist in the Commonwealth Games decathlon last year, came third in the pole vault behind two international vaulters in the Ford National Indoor Championships at R.A.F. Cosford on January 30.

Clearing 14ft. 3½in., Peter equalled the vault of the second competitor, international M. Higdon, beat the Combined Services A.A.A. record of 14ft. 1½in. (unofficially because it was an indoor event and does not count as a record), and demolished his own Navy record of 12ft. 7½in.

Peter has concentrated on pole vaulting to improve his decathlon performances.

★  
The Royal Navy Sailing Association, making an all-out effort to win the Royal Ocean Racing Club points championship this year, is seeking volunteers with offshore sailing experience to crew R.N.S.A. yachts competing in ocean races.

★  
Anyone interested should apply, giving sailing experience and availability to Lieut.-Cdr. D. D. E. Gay, c/o H.Q. Army Strategic Command, Wilton, Wiltshire (Tel. Salisbury 6222, ext. 2596).

★  
Chief Wren Deidre Watkinson (R.M. Deal) beat Third Officer Anne Goodwin (H.M.S. Dryad) in the final to regain the R.N. Women's Badminton Singles Championship at H.M.S. Daedalus on February 19.

★  
Winning 11 of their 17 matches, Portsmouth won the inter-group championship which has replaced the inter-command championship.

★  
Former NATO Trophy holder, Cpl. J. Douglas won the Royal Marines cross country championship at H.M.S. Dryad to help CTCRM retain the trophy with a 15-point margin over their nearest rivals Depot R.M.

## Taffy the Rugby has retired

A testimonial fund has been raised for 68-year-old former Welsh international rugby player "Taffy" Bower, who retired after 19 years as groundsman at the United Services ground in Gillingham.

With Mrs. Bower, Taffy — now a bank security guard — still runs the bar and provides refreshments for U.S. Chatham rugby club.

A former Chatham PTI and scrum half for Wales and leading Welsh clubs, Taffy was also a Welsh international gymnast, a wrestler and an exponent of the ungentle art of ju jitsu.

Testimonial donations go to Cdr. J. A. Coleman, H.M.S. Pembroke.

'Taffy' Bower



## A CUP 'RESCUED' FROM THE BRINK OF DEFEAT



POEL Norman (left), Lieut. Greenwood and LRO Davis receive the cup from Cdr. Newing.

Two cadets from Britannia Royal Naval College, Dartmouth, swept the board at the Plymouth Command badminton championships. Cadet Noor Aziz, of the Royal Malaysian Navy, won the singles, and, with Cadet D. R. Horton, the doubles.

Thirty-two players took part.

## FINE RUGBY 'RUN IN' FOR INTERS

The Royal Navy will be approaching the task of retaining the Inter-Services rugby title with high optimism if their results during February are anything to go by.

Their run of success which included victories over both the Varsity sides, began with a 26-0 win over Hampshire at Portsmouth on February 3 when 17 points came from full-back Geoff Fabian.

Fabian notched another 12 in the 20-9 victory over Oxford University on February 10 when the team, well led by Leigh Merrick, took command towards the end of the

match. Although fielding several reserves, the Navy defeated Civil Service 21-3 at Shotley on February 17, and the following day, beat Cambridge University 27-6 at Cambridge. They were 24-0 up at half-time.

The Navy faces the Army at Twickenham on Saturday, March 6, and the R.A.F. on April 3.

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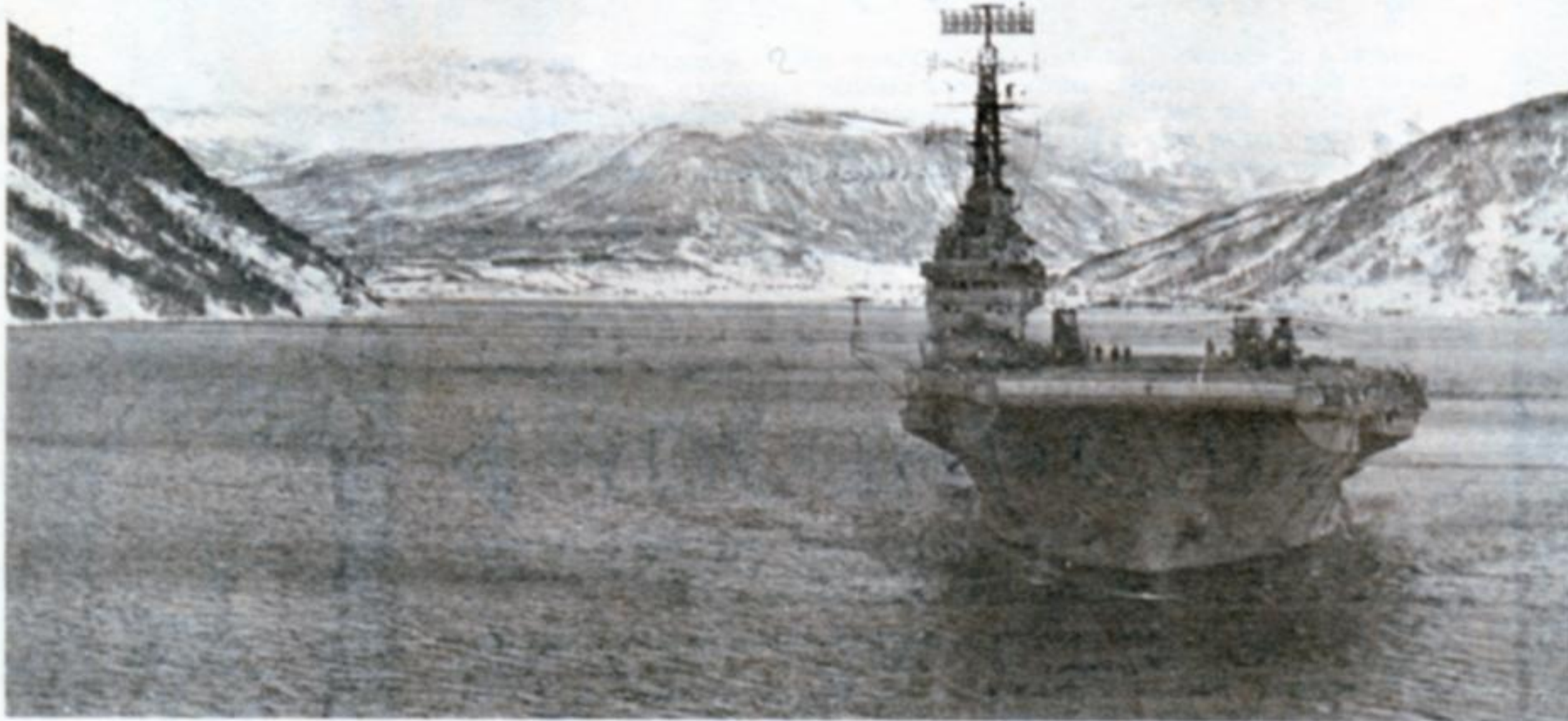
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# WINTER IN A NORWEGIAN FJORD



In the wintry silence of a Norwegian fjord, the commando ship H.M.S. Albion undertakes Arctic trials to investigate the problems of landing and supporting an embarked force.

## Albion looks like scoring!

A chance to meet their own football team — and the Royal Navy as well — is coming the way of 500 supporters of West Bromwich Albion, the side adopted by the commando ship, H.M.S. Albion.

Fostering the link, 40 of the ship's company are going as guests of the club to see the game against Manchester United on March 6, and on the 13th, the commanding officer of the Albion, Capt. James Jungius, and the captain of the ship's soccer side, will be watching the W.B.A. encounter with the Saints at Southampton.

The same evening, the team will be entertained in the wardroom. On the following day, a special train will bring 500 supporters to visit H.M.S. Victoria and H.M.S. Albion.

For many of the visitors it will be a great thrill to meet their local players, as well as seeing Nelson's old flagship and one of the larger units of the modern Navy.

The Albion returned to Portsmouth on February 18 from a series of cold weather operating

### Patrol boat work

Trials have revealed that the Navy's new class of patrol boats two — the Scimitar and the Cutlass — have been commissioned, and a third, the Sabre, is still being fitted out, needed stiffer bulkheads to withstand the high speeds in rough weather.

The builders, Vosper-Thornycroft, have been given the contract to strengthen the hulls.

trials north of the Arctic Circle.

The trials took place inside the Norwegian fjords near the town of Harstad, the capital of the Lofoten Islands, in association with Exercise Clockwork 1971 — an Arctic warfare training period for men of 45 Commando Royal Marines, who were based ashore in the area.

A troop of them embarked in the ship for a short period to take part in the trials, which lasted just over a week.

Essentially the trials were aimed at investigating the modifications imposed by operating inside the Arctic Circle on the proven techniques of landing and supporting a force embarked in a commando ship.

### PICTURE 'HISTORY'

At one stage a snowplough was improvised out of a fork lift tractor, and this proved most effective in clearing the ship's extensive flight deck, to permit the Wessex V aircraft of 845 Squadron to carry out their trials programme and snow-flying acquaintance.

The ship also carried on trial equipment for the reception of weather satellite photographs — believed to be the first time that satellite picture reception has been possible in a ship at sea other than in one belonging to the United States Navy.

H.M.S. Fife returned to Portsmouth on January 30 from the Mediterranean where, in Malta, she had spent just under a month being repaired after the fire which occurred on November 14, 40 miles south of Crete.

By December 16 she was back at sea for machinery trials and weapon training.

## GUYS AND DOLLS

On St Valentine's Day, lovely Jill Hanson broadcast a valentine from the entire ship's company of H.M.S. London — to herself!

When the sailors learned that Jill was to save St Valentine's Day from the postmen's strike by broadcasting from Radio

London a special request show for sweethearts, they sent their valentine to her saying, "We all love you."

Jill was not only their valentine, she becomes too, the ship's permanent pin-up.

Another young lady who has won Royal Navy hearts is Miss Jean Finlayson.

A soldier's daughter, she wrote to a local paper accusing soldiers of being ill-mannered, adding "I prefer sailors. They know how to treat a lady."

Jean says that although she still doesn't like soldiers (apart from her father, "whom she idolizes," says her mother), the whole thing started as a joke.

It is reported that the sailors of H.M.S. Cleopatra so agree with Jean that they have invited her to visit them on board.

## Hampshire refit plans

H.M.S. Devonshire, a sister ship, has undergone a major refit in the 'Yard' lasting nearly three years — as was originally anticipated for the Hampshire.

## SWIMWEAR SUE



It's fashion time at H.M.S. Sultan — and ME2 Paul Hankins, from Hereford, doesn't appear to have cause for complaint.

He's pictured with Sue Pain, modelling a rather fetching outfit during a fashion show of spring and summer wear at the New Sultan Club.

The show was organized by Sultan Wives' Club, and proceeds were for King George's Fund for Sailors.

## Fife returns from the Med.

Some of the ship's company welcomed their wives to Malta for Christmas, others returned to the U.K. for the festive season, and those who stayed on board celebrated a traditional Christmas.

The Fife has recommissioned at Portsmouth for a General Sea Service commission in home waters and the Mediterranean.

## DUMPING

Following the washing-up of canisters of ferric chloride on the Isle of Wight, a review of the dumping of dangerous materials by the Royal Navy was undertaken.

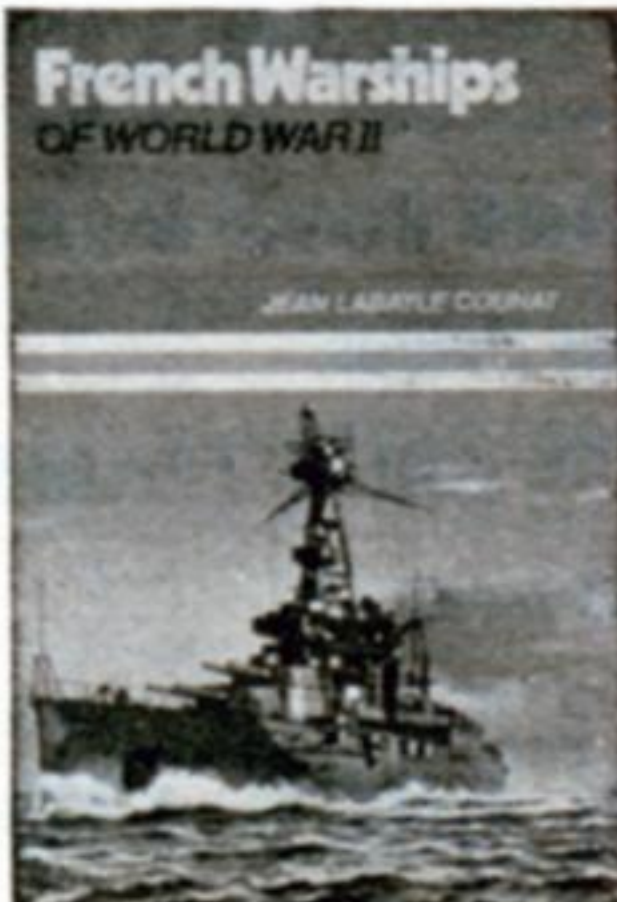
Mr. Peter Kirk, Defence Under-Secretary, Royal Navy, has said, "For safety reasons explosives will continue to be dumped in very deep water, under very stringent conditions. No other naval stores will be dumped at sea unless there are exceptional circumstances, in which case the prior approval of the Ministry will be required."

Miss Chatham Dockyard — 22-year-old Ann Webb — had a very special job on February 10. Watched by the Admiral Superintendent (Rear-Admiral Frederick Lawson) and the Production Manager (Mr. William Warren), she launched a ship with a bottle of home-made wine.

It was the cleaning vessel MAC 1012 which will be used during refits of nuclear powered submarines at Chatham to remove radioactive deposits from the inner walls of the submarines' pipes and chemically treat them.

The vessel is 180ft. long with a 30ft. beam, and it will be possible to tow it for similar work elsewhere when required.

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